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AUTOSPORT

Monaco: Stewart wins to equal Clark's GP total



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Roger Clark – with nine victories, including the RAC Rally – became the 1972 National Rally-Driving Champion. He used Uniflo SAE 10W/50 throughout the season.

QUOTE: 'Mechanical problems? None at all. It was very, very good.' Roger Clark.



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

June 7 1973 Volume 51 No 10

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Fresh interest was injected into the L&M F5000 series at Mid-Ohio last Sunday with the race début of Mark Donohue's American Motors-backed Penske Lola T330. Mark finished third to Scheckter and Redman.



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EDITORIAL

The show goes on

After the monumental crashes and delays last week, the Indianapolis 500 has come to mean a great deal more to the British public thanks to the medium of television. As the biggest spectator event in the United States, the 500 has always fascinated European racing enthusiasts and mystified laymen. For those thousands of spectators—300,000 of them actually witness the event and countless more watch on TV—the esoteric sport of USAC racing simply spells speed. If few people outside the close-knit USAC community understand the sport, everyone knows that lap speeds approaching 200 mph are awesome in the extreme. And at those sort of speeds, with cars carrying full loads of methane fuel, there can be lurid accidents. Salt Walther, Swede Savage and several more were the unfortunate ones this year, but if the enthusiast is honest he will admit that most of those spectators go just to witness such misfortunes.

The postponements and crashes simply served to illustrate that the Indianapolis 500 is more, much more, than just a motor race. There's the ballyhoo of the practice weekends, the drum majorettes, the parades, the pace laps and the gladiatorial atmosphere of thousands of spectators crammed together to sharing common interest. The race has thrived now since 1911, insular and eminently successful. It has weathered a few major changes, and more, it seems, are due because only this week USAC announced revised fuel and wing regulations.

Even vying with such classic events as the Monaco Grand Prix, the Le Mans 24-Hour, the Targa Florio, the Indianapolis 500 is still arguably the Greatest Motor Sporting Show on Earth.

Top of the class

Jackie Stewart's splendid victory in last Sunday's Monaco Grand Prix was his third at the circuit and his 25th GP win in his career. As everyone who reads the *Daily Express* must now know, that's the same number of World Championship wins that was achieved by his fellow countryman, Jim Clark, before his untimely death in 1968. (It says, incidentally, a great deal for Scotsmen ; the nearest any other British driver is to that is Stirling Moss with 16 and Graham Hill with 14.)

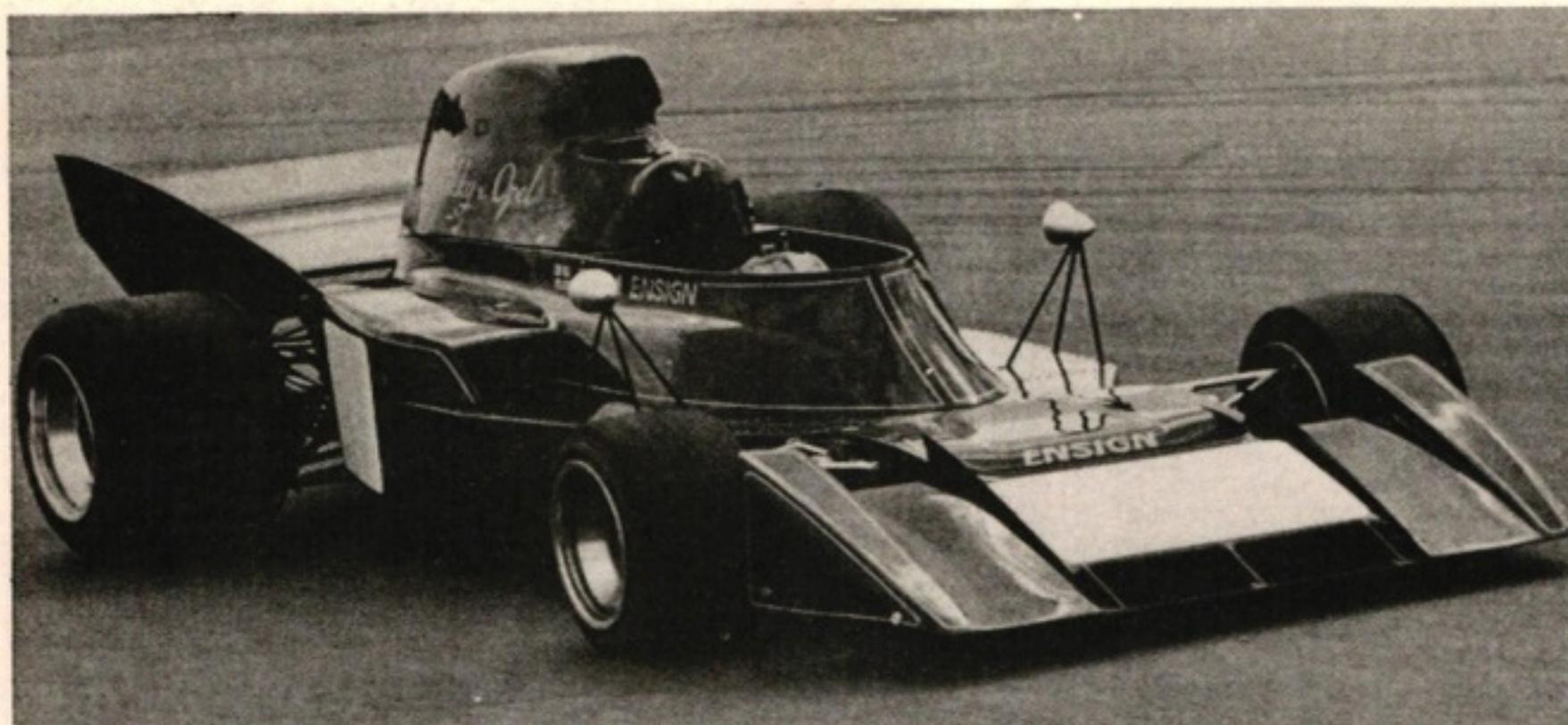
It is now surely only a matter of time before Stewart qualifies for that special position at the head of the honours board. He has a superb car from a first class team, and is now back at peak form after last year's illness. Just for the record, for pure statistics don't always portray a complete picture, Stewart's 25 wins have been achieved in 91 starts. Clark's 24 wins were from 72 starts, and Fangio's 51 Grands Prix resulted in 24 wins.

our cover picture

Opposite lock and in the air—Jackie Stewart on his way to victory with his Tyrrell-Ford in last Sunday's Monaco Grand Prix. Full report and pictures, page 14.

Photo : Peter Burn





Rikky von Opel testing Morris Nunn's first ever Formula 1 car at Silverstone last week.

Formula 1 Ensign tested

The long-awaited Formula 1 Ensign finally turned a wheel at Silverstone last Friday. Morris Nunn's first venture into F1 impressed everyone who saw it with its high standard of workmanship and typical attention to detail. The car will of course be driven by 25-year-old Rikky von Opel, who last year won the Lombard North Central F3 championship.

All the design work has been done by Mo Nunn himself at his Walsall factory, this being his first design venture outside F3/Atlantic. The car, designated the MNO1, took seven months to build from the drawing board to its first test day.

The car features a shallow wide platform type monocoque with the engine as a stressed member. The front suspension utilises upper and lower wishbones, while the rear is by twin lower and single top links and radius arms. The water radiator is front mounted with the oil coolers in the side of the striking all-enveloping body. The Ensign will use Firestone tyres and Girling brakes (outboard at the front and inboard at the rear). Nunn has built two

chassis for this year and a third will be built later in the year. Von Opel, who has financed the project himself, has bought four new Cosworth DFV engines which will be mated to Hewland FGA gearboxes. The car will be painted in British racing green and entered by Team Ensign.

Ensign Cars was formed by Mo Nunn, following a successful career as an F3 driver, and Bernard Lewis in 1970. The prototype F3 car was shown at the 1971 Racing Car Show and it was run as a works car first for Bev Bond and later Mike Walker. It was immediately successful and there were many potential customers. Although it was not Nunn's intention to sell cars initially, he did build two in 1971 for David Purley and Steve Thompson. Eight more cars were produced in 1972 in addition to the works cars of von Opel and Walker. That same basic design is still popular in F3 this year being used by front runners Mike Wilds and Mo Harness.

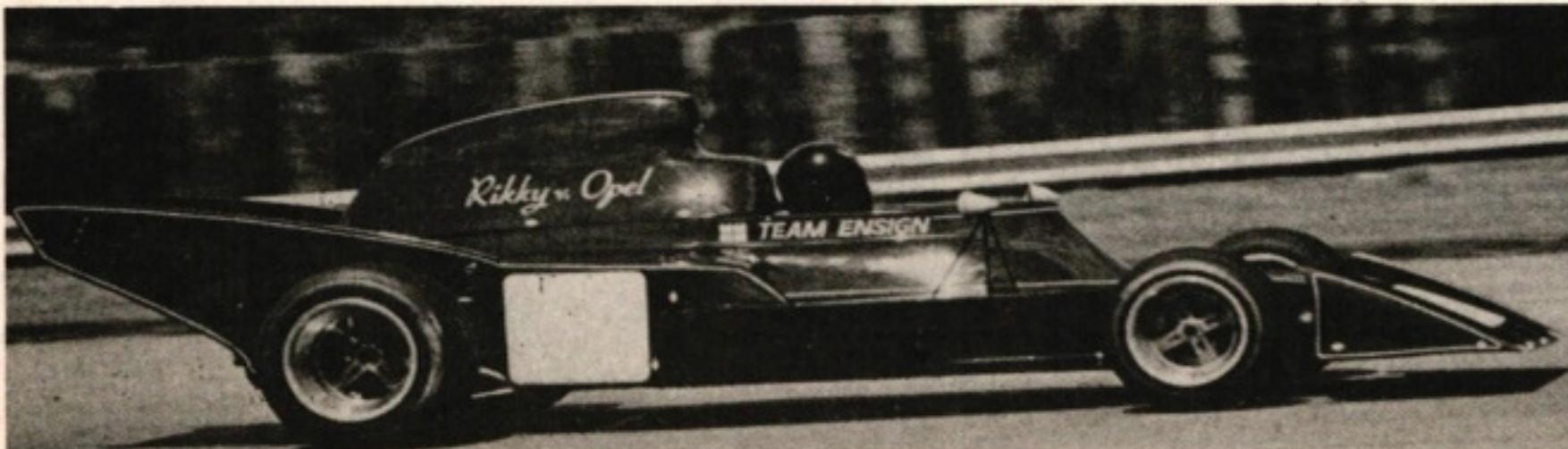
Von Opel's career has been almost as meteoric as that of Ensign. He started racing in FF in 1970 scoring three wins before moving into F3 in 1971 with a

Lotus 69 with which he gained two second places. Last season after a slow start he made tremendous progress in the formula by dint of sheer application and dedication to make himself one of the leading runners. As well as winning the Lombard championship he finished second and third in the Forward Trust and Shell Championships respectively.

The F1 car, following its initial testing at Silverstone last week, is now on its way to Paul Ricard for testing with Firestone prior to the French GP at the circuit GP where it will make its racing debut on July 1.

● John Hugenholtz has informed us that work is progressing well on the modernised Zandvoort circuit. The whole circuit is being resurfaced, not because of any deterioration in the old surface but because it had become too polished and offered less grip and because in one or two places there tended to be undulations which are being flattened out. Work on the new curve has started and should be ready for use for a national meeting this weekend.

The shallow monocoque is accentuated in this side view. Note the fully enclosed engine bay.



USAC rules changes after Indy shunts

Following the horrific accidents at Indianapolis this year USAC are almost certain to make changes in the regulations. The much publicised accidents of Salt Walther and Swede Savage have brought much adverse comment about the race from both inside and outside the sport.

The criticism of the current regulations is basically that they allow the cars to go too fast. Remember that the Indy pole winning speed this year was over 199 mph while the all time record was set just a month before at 212 mph. Andy Granatelli attacked the regulations first of all following the death of Art Pollard in the first qualifying session. He reckoned that the speeds should be kept nearer 160 mph. The speeds reached by USAC cars have risen dramatically in the last two years, ever since the authorities decided to allow aerofoils on the cars in fact.

The United States Auto Club directors answered the criticism of the 500 last week by announcing regulation changes for all USAC championship events. The amount of fuel which will be allowed in the cars will be reduced from 75 to 40 gallons and it will all have to be in the left hand side of the car. The right hand side of the cars will have to be built with a deformable structure. The size of the rear wings will also have to be reduced: the current 64 in maximum width is being reduced to 55 in.

Britain's David Hobbs who got caught up in the Walther shunt attacked the American drivers on TV when he said that they were unable to drive the cars properly in a straight line let alone round corners at the astronomical speeds. This statement apparently did not make the Upper Bodddington ace too popular with the USAC old hands.

Mark's dilemma

The big row in America following USAC's withdrawal from the FIA is creating an interesting situation. Mark Donohue, who resigned his USAC licence anyway as he reckoned that USAC need him more than he needed them, has had his entry turned down for the Pocono Schaefer 500 because it is not an international event.

The situation becomes more interesting since Donohue's entrant Roger Penske has purchased the Michigan International Speedway. The world now waits to see if Penske will refuse to hold any USAC sanctioned races at the circuit if their Pocono entry is rejected permanently.

Pit and Paddock

F2 Motul for Pryce

Tom Pryce, the young Welsh driver who has been so impressive in the works Royale FAtlantic car this season, will be making his Formula 2 début at Nivelles this Sunday. Pryce's big break has come because of the enthusiasm of fellow Atlantic competitor Chris Meek. Meek, in conjunction with business partner Malcolm Wayne, will be sponsoring Pryce in F2 with a works-run Motul-Rondel.

The car will be prepared and kept at the Rondel workshops and will be in the colours of Titan Properties, the company owned by Meek and Wayne. Ron Dennis said on Tuesday that he was delighted with the arrangement and was very pleased to be able to run one of the brightest young hopes in British motor racing, who he continued, are becoming a rare breed.

Pryce will be using Jody Scheckter's twice-raced chassis with BDG engines. At Nivelles it is possible that he will have the whole attention of the Rondel équipe as all their other drivers are committed to Le Mans.

Pryce first came to the fore when he won the Daily Express Crusader FF competition in 1970. Using his prize an FF Lola T200, he did well in FF before moving to F100 and cleaning up. He also did some SuperVee events and was usually quickest. Last year he drove the works Royale F3 car and despite a number of set-



Tom Pryce — F2 at Nivelles.

backs with engines and being involved in other people's accidents, impressed a great many people.

Royale's Bob King built an Atlantic car for him at the end of last year in which he again showed great potential. He has continued in Atlantic so far this year, scoring three wins in the BP series. Bob King rates him as the hottest property in British racing at the moment and intended to build an F2 for him later in the year if he was not snapped up by someone else.

Pryce will continue to contest the Atlantic championship rounds which do not clash with his F2 programme.

Rookie McRae

New Zealand F5000 king Graham McRae was named as Rookie of the Year following his performance at Indianapolis. McRae's performances on his first visit to the Brickyard, driving for the STP team, impressed a great many people. He learned the track in last year's STP Lola before its engine blew. He then climbed into the team's spare Eagle and proceeded to qualify at 192.555 mph which gave him the leading fifth row grid position ahead of many experienced Indy campaigners.

In the race he got as high as fifth place before retiring after 90 laps with engine trouble. He was finally classified 16th.



McRae — Rookie-of-the-year.

Len Terry's F1 project

Len Terry's Design Auto concern in Dorset has on its drawing board plans for a very advanced Formula One car which can double for F5000 or Indianapolis. The specification includes inboard brakes front and rear, simple fully adjustable progressive torsion bar springs, a new rear suspension system devised to keep the wheels vertical to the road at all times and several other innovations.

The drawings are sufficiently far ahead that a rolling chassis

could be produced within four months, with a second following about two months later.

A cost analysis indicates that an F1 rolling chassis could be produced for a total cost (including design fees) of less than £10,000 and for two the figure should be little more than £15,000.

Anyone interested in the project should contact Len Terry at Ferndown Industrial Estate, Wimborne, Dorset, BH21 7NP (tel: Ferndown 71963).

F2 engine trouble brewing?

The FIA telexed all F2 constructors at the beginning of this week requesting that they take all their engine homologation papers to Nivelles this week as certain engines are expected to be protested. In fact we hear that one constructor has said that he will protest every single engine including his own at Nivelles; if his are declared illegal he will then ask for his money back!

There was an F2 Constructors' Association meeting a fortnight ago which concerned itself with reorganising the Association fol-

lowing Andrew Ferguson's resignation as secretary. It was hoped that Graham White would take over but he is in a rather difficult position in that he is also a member of the organisers' committee. However this is expected to be resolved at a meeting of the organisers and John Surtees and White (representing the constructors) following the Rouen race on June 24. The constructors will be pressing for a much reduced calendar with a considerably improved prize money scale and a scrapping of the graded/non-graded driver system.

Charlton wins at Kyalami

Dave Charlton won the fifth round of the South African Drivers Championship at Kyalami on May 26. Driving his usual Lucky Strike Racing/Scribante Lotus 72, he led unchallenged from the eighth lap onwards. Second was Eddie Keizan in Alex Blignaut's Tyrrell with Paddy Driver third in his F5000 McLaren.

The race started well with Keizan jumping into an immediate lead and holding Charlton at bay until the end of the seventh lap when a front spoiler came loose and Keizan dived into the pits to have it removed. Thereafter, the race held little interest as far as the lead was concerned, for

Charlton gradually extended his lead from 30 secs to nearly 50 at the end of the 40 laps.

Ian Scheckter drove a well-judged race and finished fourth and was the first F2 car home about six seconds ahead of teammate John Love. The third member of the Team Gunston Chevron équipe, Peter de Klerk took seventh overall and was third in the F2 section. He had a long dice with Guy Tunmer's March 722 until in the closing stages, Tunmer went off the road and damaged the nose. Second F5000 was driven by the real Nols Nieman who conducted his Surtees TS9 most impressively, while third was Peter Haller in a TS5.

Beuttler not guilty



Mike Beuttler — fined £100.

Mike Beuttler was found not guilty of reckless driving at Thruxton on Easter Monday, following an appeal held last week by the RAC. But the March 732 driver was fined £100 under section SSR Q 51 for the manner in which he overtook Gerry Birrell during the closing stages of the Formula 2 race.

● The second round in the Japanese sports car championship took place at Fuji last Sunday. Four March-BMW 73S have been sold to the land of the rising sun and March's Bill Stone was happy to report on Monday that all four finished in the first six. Fuji star, Kurosawa, won the race with Hasemi second. The other cars of Tanaka and Sakai were fourth and sixth.

Chevron F5000 sales

Chevron have sold two more brand new B24 F5000 cars. Alan Brodie's Servis Appliances Racing Team have obtained a brand new car for Steve Thompson, who is currently leading the Rothmans Championship, to replace their ex-Brian Redman/Keith Holland prototype car. Thompson will have the new car at Misano this weekend.

The second new car has gone to Count van der Straten's VDS Racing Team who will entrust it to Chris Craft, who has been driving the team's old McLaren M22 this year as team mate to Teddy Pilette's Chevron B24.

● Bob Arnott would like to hear from any marshal, or spectator or photographer who saw the incident at Gerards Corner, Mallory Park, between himself and Derek Lawrence on May 27. All expenses paid. His telephone number is 01-672 1522.

● Rumours from the Continent recently that the Surtees F2 cars will appear shortly with Schnitzer BMW engines were denied this week. "It was considered," said team manager John Wickham, "but we will not use them in the foreseeable future."

● Jackie Stewart will co-drive a Ford Capri at the Watkins Glen six hour sports car championship race with Jochen Mass. The car is owned by Herb Weston.

Pit and Paddock

Matra v Ferrari v Mirage at Le Mans

After the disappointment last year when the Ferraris failed to turn up, this weekend's Le Mans 24-hr race has all the makings of a classic classic. Both major teams, Matra and Ferrari, have enlarged teams, and the competition for Mirage, Lola and Porsche for victory in this, the 50th Grand Prix d'endurance is very keen.

Matra-Simca, winners last year with Hill/Pescarolo, have four of their latest MS670s, now running Porsche gearboxes for this event. Theirs is a very patriotic effort, with all-French drivers—Beloise/Cevert, Pescarolo/Larrousse, Jabouille/Jassaud and Depailler/Wollek with Fiorentino as reserve.

Two major teams which missed last year's race will be at full strength this year. They are Ferrari, with three cars for Ickx/Redman, Merzario/Pace and Schenken/Reutemann, and Gulf Mirage, who have a couple of their cars Cosworth V8-powered with ZF gearboxes. They will be conventional spyders, not the coupé which was seen at the test weekend, for Ganley/Bell, and Hailwood/Watson. It will be John Watson's first race since his Race of Champions accident, and Vern Schuppan will be on hand as

reserve driver for both cars.

There will be none of the new flat-12 Alfa Romeos, but the Duckhams Special which went so well last year has been entered again. The drivers will be Chris Craft and Alain de Cadenet, the car's owner. The Duckhams uses the same tub from last year, but features new suspension parts and sleeker bodywork. Also entered is a Lola T282 for Lafosse/Wisell, plus 2-litre cars for a few private entrants.

While outright victory is expected for one of these cars, the reliability question may arise. All of the top teams have devoted a great deal of time in preparation, and some have completed test runs of 24 hr, but the surprise of the race could come from the Martini-Porsche pits. This team have tended to run one car in Group 3 GT category and the other, highly modified, among the 3-litre prototypes. The cars, driven by Van Lennep, Muller, Follmer and Kauhsen, have a fabulous reliability record, which they could exploit to the full over the 24-hr race.

In the GT category, there will be a host of Porsche Carreras, faced by many Ferrari Daytonas and Chevrolet Corvettes. Among the Ferraris is one for Elford/

Ballot-Lena and the JCB car for Green/Corner. Corvettes will be for the BF Goodrich team from America and Henri Greder cars.

The Group 2 section will bring out the Fords and BMWs once more. Driver pairings for the works Capris are Glemser/Fitzpatrick, Birrell/Heyer and Vinatier/TBN, while Geurie has entered his private Shark car. Three BMW CSLs are entered, but at the time of press no driver nominations were known.

To mark the 50th anniversary of the race, the organisers are putting on three special races for pre-war and post-war cars, plus a demonstration by famous cars that have raced and won at Le Mans—Porsches, Aston Martins, Jaguars, Fords, Ferraris and the like.

Incredibly there is no live TV coverage, although a report will be featured in the following Tuesday's *Wheelbase* (BBC2, 7.35 pm). Thankfully for British race fans, Radio 2 comes to the rescue, with start (3.55 pm Saturday) and finish (3.58 pm Sunday) commentaries, plus progress reports at 4.55 pm on Saturday and the following day at 12.15 am, 1.15 am (Nightride), 5.35 am, 10.02 am, and 12.2 pm.

Clubman's Register

At a meeting of the Clubman's Register last week Gavin Ross resigned as secretary and Peter Evans was elected in his place. A new committee was elected to serve with the new secretary to look after the affairs of Clubman's Formula which is currently enjoying its best ever year this season. The elected committee will be able to answer any problems on all aspects of the formula while it will also be responsible for the enhancing of the stature and future of the formula.

Clubman's competitors and interested parties and all club secretaries who want any information on the formula should contact Peter Evans at 10 Gonnerston, Mount Pleasant, St Albans, Herts (tel: St Albans 51894 (night) or 01-440 7332 (day)).

A newsletter to all current Register members will be issued within the next week outlining all the points which arose at last week's meetings and future Register activities.

Another Camaro

There will be a third Z28 Chevrolet Camaro entering the G1 scene at the beginning of July to be driven by Stuart Graham. It was Graham who drove Les Leston's car on a few occasions earlier this year and now the car has gone back to its owner, he has decided to get one for himself. The car will be prepared by Brown's of Nantwich where Leston's car is also tweaked.

Michelin tyre okay

It seems that the rather special Michelin X tyre adopted by a few Group 1 racing entrants will be acceptable in future. Michelin have signed a declaration to the effect that they have produced 25,000, and the RAC have no alternative but to accept them into G1. It will be interesting to see whether competitors will be able to buy them in their friendly, local Michelin agents, though.

Pinhol's payment problem

Jorge Pinhol arrived back in London last week after spending a few days in a German gaol. Jorge, one of the Team BIP Lola T292 drivers, had been arrested in his hotel on Saturday night prior to the Nürburgring 1000 km.

The police, who had apparently made a thorough job of the arrest by surrounding the hotel, whisked the Portuguese driver off to prison for allegedly not settling a 50,000 DM bill with the owner of a Ford Capri RS in which he had had an accident at Estoril last November.

After languishing in prison until Tuesday afternoon, during which time he had no opportunity

to wash and was provided very meagre meals, Pinhol made an appearance before a judge in Adenau. The case was dismissed. Jorge believes that his spell as a gaol-bird was a short one thanks to the combined efforts of his sponsors, BIP, and the Portuguese embassy.

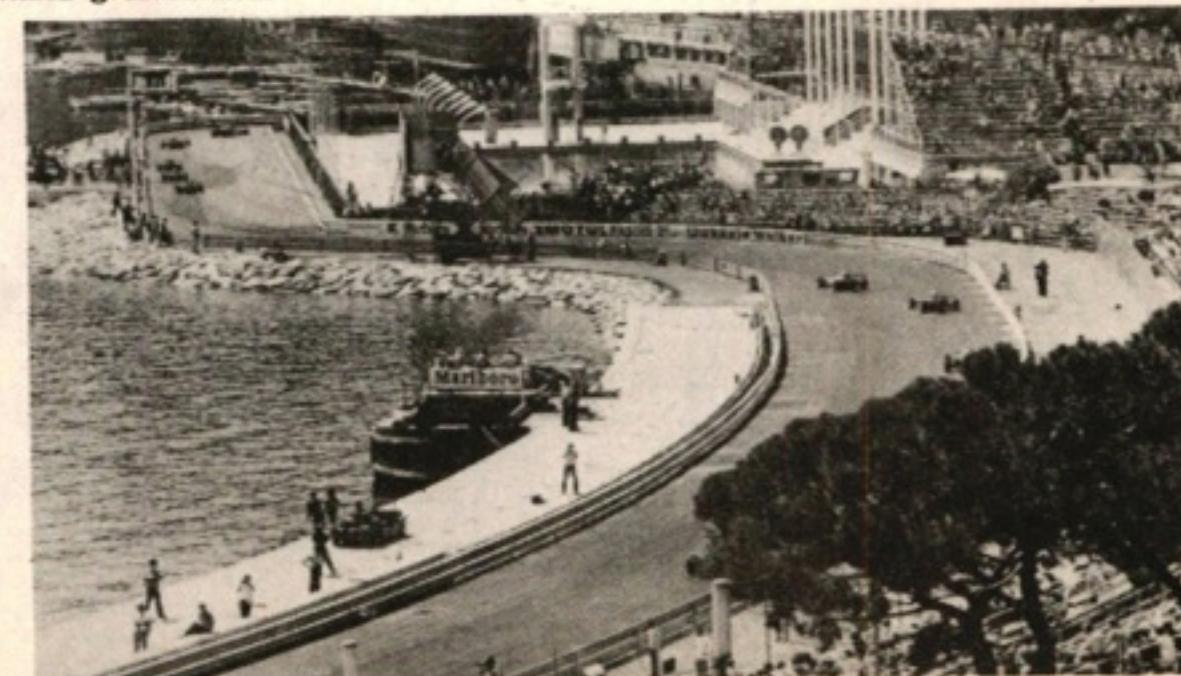
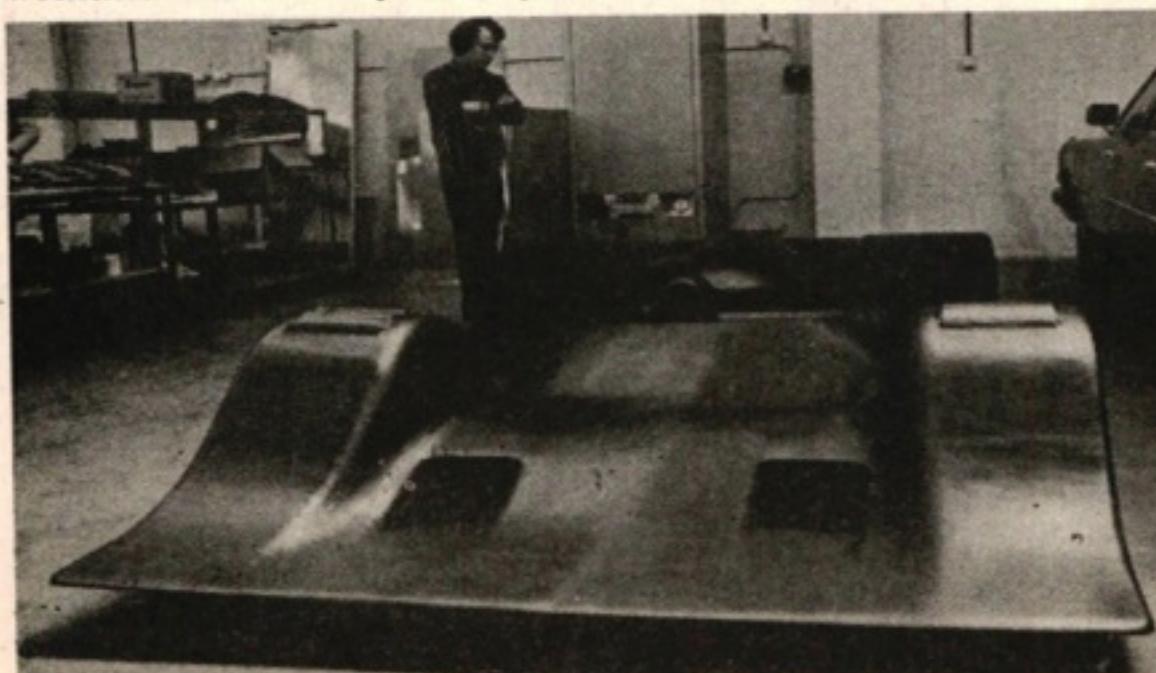
Team BIP withdrew both their cars from the race, and Klaus Fritzinger, the owner of the Capri, was apparently invited to non start by ADAC. Although all turned out well for Pinhol in the end, it is an object lesson for other would-be rent-a-drive competitors, who will in future have to read the small print of any contract very closely.

F3 Alpine for American newcomer

Allan Davies is the latest American to turn to European F3 racing following a successful Formula C career with the ex-Peter Gaydon 1-litre Tecno. Davies has bought the Alpine-Renault which Lingard Goulding had last year but used to little effect. The car, which has recently been updated by Alpine to the latest specification, will be sponsored by Tullett and Riley, an international money brokerage house based in London.

The car is prepared at MRE and will contest all the remaining John Player races and as many of the Forward Thrust and Lombard events as possible, starting at Silverstone this Sunday.

Jackie Oliver looks pensive as he surveys the shape of the new CanAm Shadow which he will drive later this year. The Tony Southgate design will not be at the opening round this Sunday at Mosport (left). Formula Renaults racing round the new section of the Monaco circuit last weekend. The circuit previously went to the right of the extreme right-hand grandstand.



The Meeting with the Action

A tremendous day's racing this Sunday at Brands Hatch.

Rounds of the BOC Formula Ford Championship, with Bob Arnott, Donald Macleod and Derek Lawrence all within a few points of each other. The Castrol Production Saloon Car Championship with another fabulous Camaro versus BMW dice and a round of the National Formula-Vee Championship plus two special saloon car events and a SHELLSPORT Celebrity race for the winners.

Adults 80p; Children 30p; Stands and Paddock 40p.
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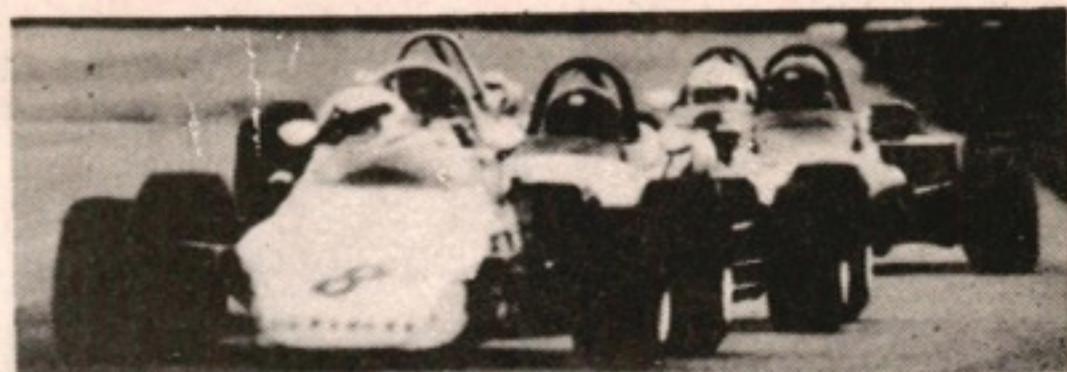
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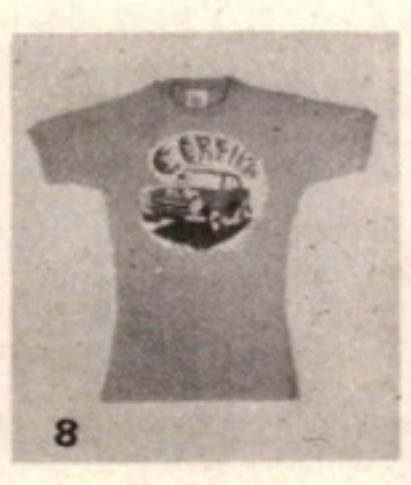
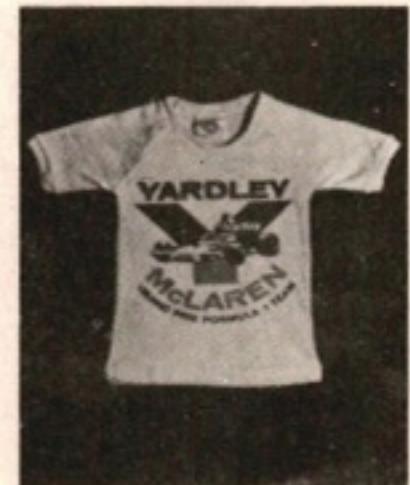
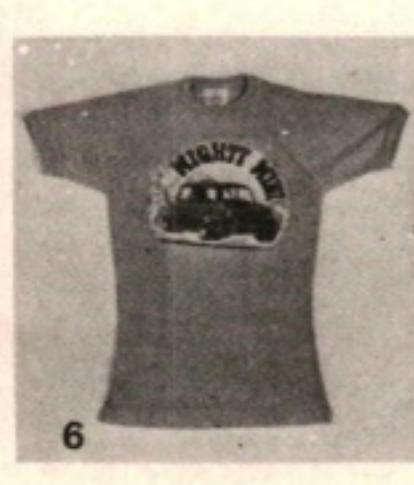
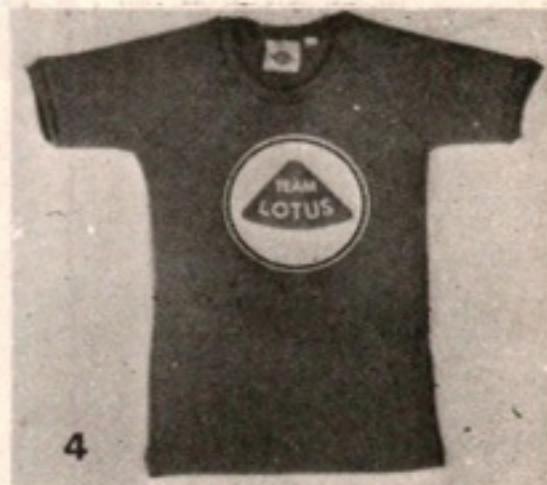
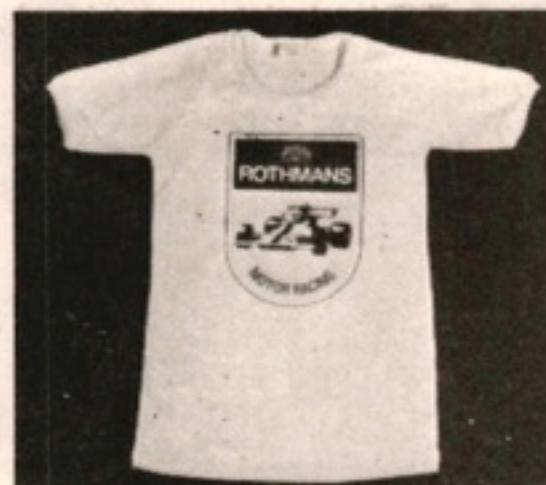
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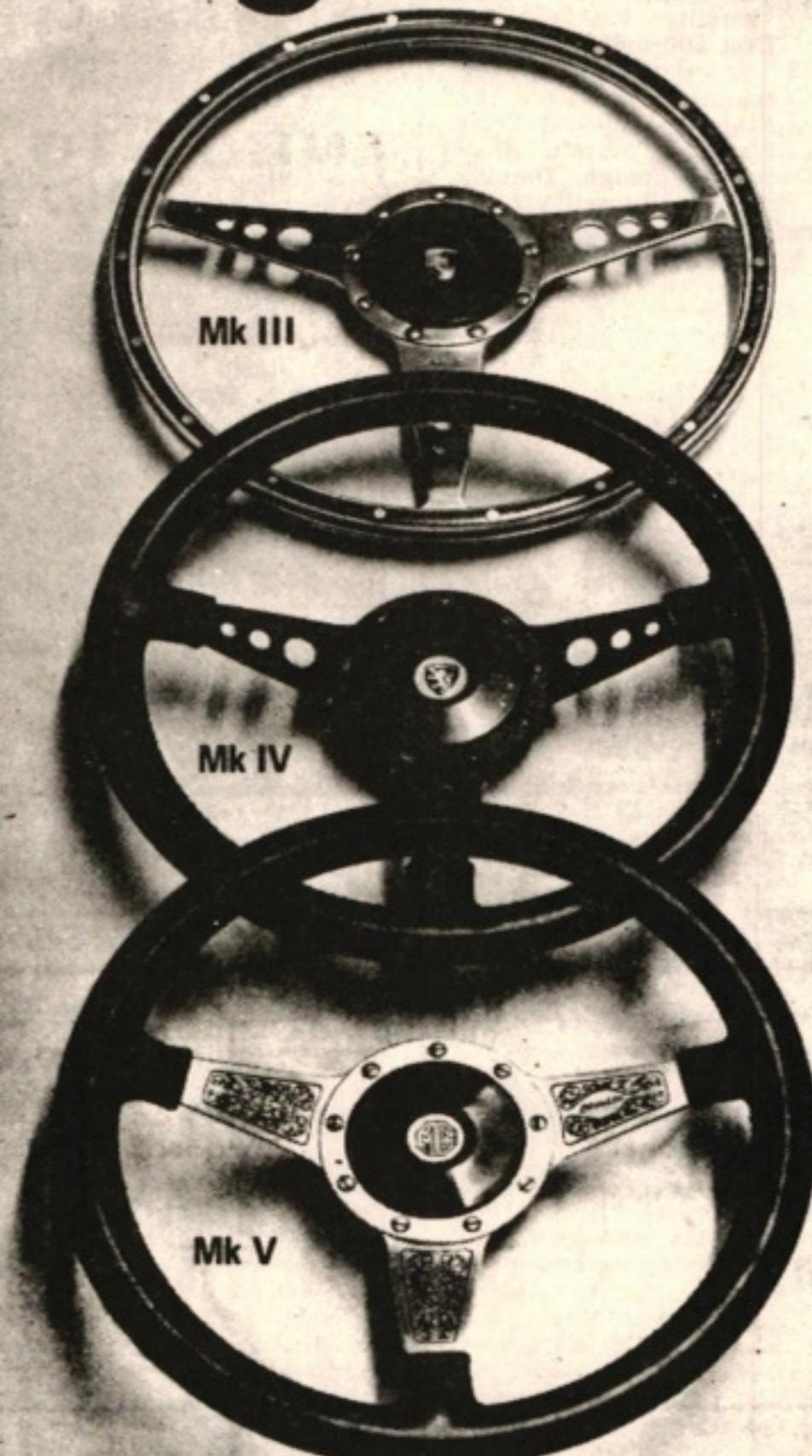
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An Invitation to Open Day at Lotus Sunday 17th June



10am-5.45pm
Admission by programme
only at 30p (10p for children)



**Parachute Jumping
Vintage Car Display
The Royal Marine Band
Gas Balloon
Side Shows**

We aim to raise £8,000 for charity: £6,000 will go towards the provision of a Hydrotherapy Swimming Pool at the local handicapped children's home, and we hope to split the other £2,000 between twenty local charities. The whole day is being run in cooperation with Wymondham & Attleborough Round Table.

Aircraft: On Sunday, 17.6.73 aircraft movements will **ONLY** be allowed between the following times:
10.00 and 12.00 BST — Arrivals and Departures.
15.15 and 15.45 BST — Departures only.
17.45 onwards — Final departures.

All movements will be subject strictly to PPO which must be obtained before 16.00 BST on Friday 15.6.73 when the list will be closed. Accommodation for aircraft will be limited and an early booking is advisable to avoid disappointment.

IT IS REGRETTED THAT NON-RADIO AIRCRAFT CANNOT BE ACCEPTED.

You will appreciate that aircraft movements have to be limited and correctly scheduled to fit in with the full programme of events to be held on the airfield.

Landing Instructions: Roy Summerfield. Tel. No.: Wymondham 3436.

All your weekend sport

Texaco Stars at Nivelles

It will be a somewhat depleted F2 championship field which will be heading to Belgium this weekend for the basic round at Nivelles, the first F2 event at the circuit. Le Mans has of course taken many drivers, especially the top French names. There will however be a star attraction which will compensate: the racing debut of the Lotus-built Texaco Stars in the hands of Ronnie Peterson and Emerson Fittipaldi. These are of course the first new F2 cars to come from Lotus since 1970 and have many exciting new features not least of which is the Lotus/Novamotor engine which will be making its F2 debut. Both drivers are of course graded and their performances will have no bearing on the championship. Championship leader Jean-Pierre Jarier is one of the few leading runners who has been lucky enough to escape Le Mans commitments and he will have his usual works STP March-BMW. With Beltoise at Le Mans it was thought that only one car would be taken but team manager Ray Wardell said on Monday that there was a possibility of Jacques Coulon taking over the second car as the Filipinetti future is still not settled. Colin Vandervell and Mike Beuttler will be in their usual March-BMWs as will the Brambilla brothers and Bill Gubelman.

The hardest hit team by Le Mans are Motul-Rondel who have lost all four regular drivers. It is possible that they will run just one car for Tom Pryce who will be making his F2 debut. The Elf-Coombs team who have lost all their drivers to Le Mans will not be going. Matchbox-Surtees have managed to secure the services of Jochen Mass from Ford and he will be anxious to repeat his Kinnekulle form and gather up more points with his TS15. A second car will be run for F2 debutant Willy Braillard.

James Hunt will also be present in the Hesketh TS15 while Bob Salisbury is entered in his Atlantic version.

Roger Williamson will be leading the GRD contingent with his Wheatcroft 273 while Team Nippon men Hiroshi Kazato and Tetsu Ikuzawa will be there plus Brendan McInerney and the Pierre Robert cars of Sten Gunnarsson and either Reine Wisell or newcomer Rolf Skoglund. Peter Gethin will be the sole works Chevron driver although Brett Lunger will be having his first outing in his works assisted car. Dave Morgan will have his usual Ed Reeves B25. The on-form Wilson Fittipaldi will be in the works Brabham BT41 while Andrea de Adamich will be in his new 41 for the first time.

MISANO F5000

The Rothmans F5000 circus are contesting the eighth round of the championship abroad for the first time this year at the Misano Adriatico circuit in Italy.

So far the seven rounds of the exciting £90,000 championship have all produced different winners. Will Misano produce another? It is quite likely as drivers such as Tom Belo, Tony Dean, Bobby Brown, Guy Edwards and Bob Evans, all of whom have shown winning capabilities, have yet to take the flag first this year. The best bet at Misano must be Edwards in the Barclays Lola since he has already raced at the circuit in the team's 2-litre sports car and holds the lap record.

The race will be held over two 125 km heats and 20 cars from Britain are expected to take part. Those expected to be there include Belo, Clive Santo, Ian Ashley, Edwards, Terry Sanger, Graham McRae, Teddy Pilette, Dean, Brown, Steve Thompson, Brett Lunger, Keith Holland, Evans, David Oxton and Tony Trimmer.

There are three British club meetings this weekend at Silverstone, Brands Hatch and Croft while the hillclimb championship continues at Shelsley Walsh.

SILVERSTONE

The main event on the Silverstone programme will be the Forward Thrust Formula 3 race. After

coming down to earth following the hectic Monaco weekend, 36 cars will be contesting the 30 places available of the grid. The race is bound to be a traditional exciting and hairy slipstreamer and if the weather conditions are right, the first 100 mph lap record by an F3 car on the club circuit can be expected. Leading the entry are Alan Jones' DART GRD, Ian Taylor's Baty March, Mike Wild's Dempster Ensign, Damien Magee's Brabham, Russell Wood's Chequered Flag March and Masami Kuwashima's Reystan March.

The BARC have also got a top quality supporting programme for special saloons, modsports, sports GTs and FF. Mick Hill will be going all out for the first sub-1 minute saloon lap in his Capri but he will have to fight off the increasing challenge of Tony Hazlewood's Daf. The Corvette Stingrays of Harry Phillips and Rhoddy Harvey-Bailey should provide the excitement in the modsports event. It all adds up to a very good afternoon's entertainment. The first race is at 2.45 pm and the entrance fee is 70p for adults and 20p for children.

BRANDS HATCH

The Rochester Motor Club are in charge at Brands Hatch this weekend and have assembled an excellent championship programme. The main excitement will come from the hotly contested BOC Formula Ford Championship qualifier which is to be run in two heats and a final because of the enormous entry. The three main contestants on and off the track in the series so far have been Scotsman Donald MacLeod, Derek Lawrence and Bob Arnott. MacLeod, who is currently leading the championship, has already scored well at Brands this year and must start as favourite but it will not be easy. Syd Fox, winner at Mallory Park, Frank Hopper, Richard Morgan and Stephen South will be amongst the many who will want to change the situation. There will also be two equally fraught races for the Castrol Production saloon car championship contestants. Main interest will of course be centred round the big cars with Richard

Lloyd's Camaro battling against the Shellsport BMW of Tony Lanfranchi, Roger Bell's Rothmans BMW and the Capris of Spice, Brindley, Crabtree and Shaw. The other classes contain all the familiar names such as Ivan Dutton, Bernard Unett, Tim Stock, Denis Thorne and Allan Wilkinson.

There will be two special saloon car races, a national Formula Vee race and one of the very popular Shellsport Mexico celebrity events completing the action-packed programme which starts at 2 pm. Admission will be 80p for adults and 30p for children. An added attraction will be the Kent Messenger discotheque which is open throughout and after the meeting.

CROFT

The usual varied programme which provides so much entertainment for Northern fans is on again at Croft this Sunday. The BRSCC Northern Centre have assembled over 100 entries for their meeting which includes races for FFs, single-seater/libre cars, special saloons, clubmans and modsports. All the usual competitors will be there and the FF race will be run in two heats and a final. The racing starts at 2.30 pm and the entry fee will be 60p.

SHESLEY WALSH

The Midland Automobile Club will be controlling the RAC Hillclimb championship round at the very pleasant Shelsley course in Worcestershire. All the usual championship contenders will be battling to save those fractions of a second which are so vital. The fun starts at 11.0 am on Sunday with practice on Saturday.

• Dealer Team Vauxhall are promoting their own Racing Car Show in Dunstable on Saturday. There will be a procession of Vauxhall cars from Dunstable to Luton starting at 11 am and finishing at the Vauxhall sports ground. Cars taking part will be drawn from the whole of the marque's history in competition.

At the sports ground there will be a Vauxhall cinema and DTV Sportpart tent with all the goodies from the top Vauxhall tuning experts on display. Also many personalities from the DTV racing team will be on hand to meet and talk to visitors.

By Barry Foley

CATCHPOLE

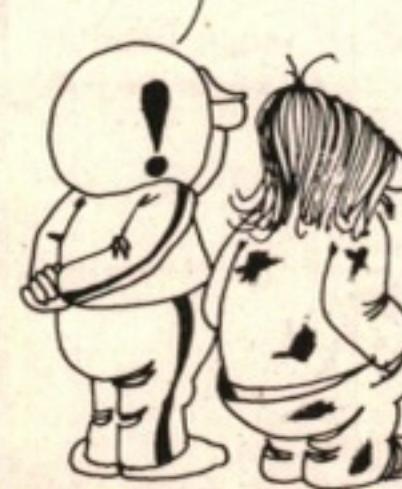
...HE WAS SHOWING ME THE DAMAGE TO THE...



...FRONT CORNER THAT HE HAD KNOCKED OFF. SO I SAID THAT'S...

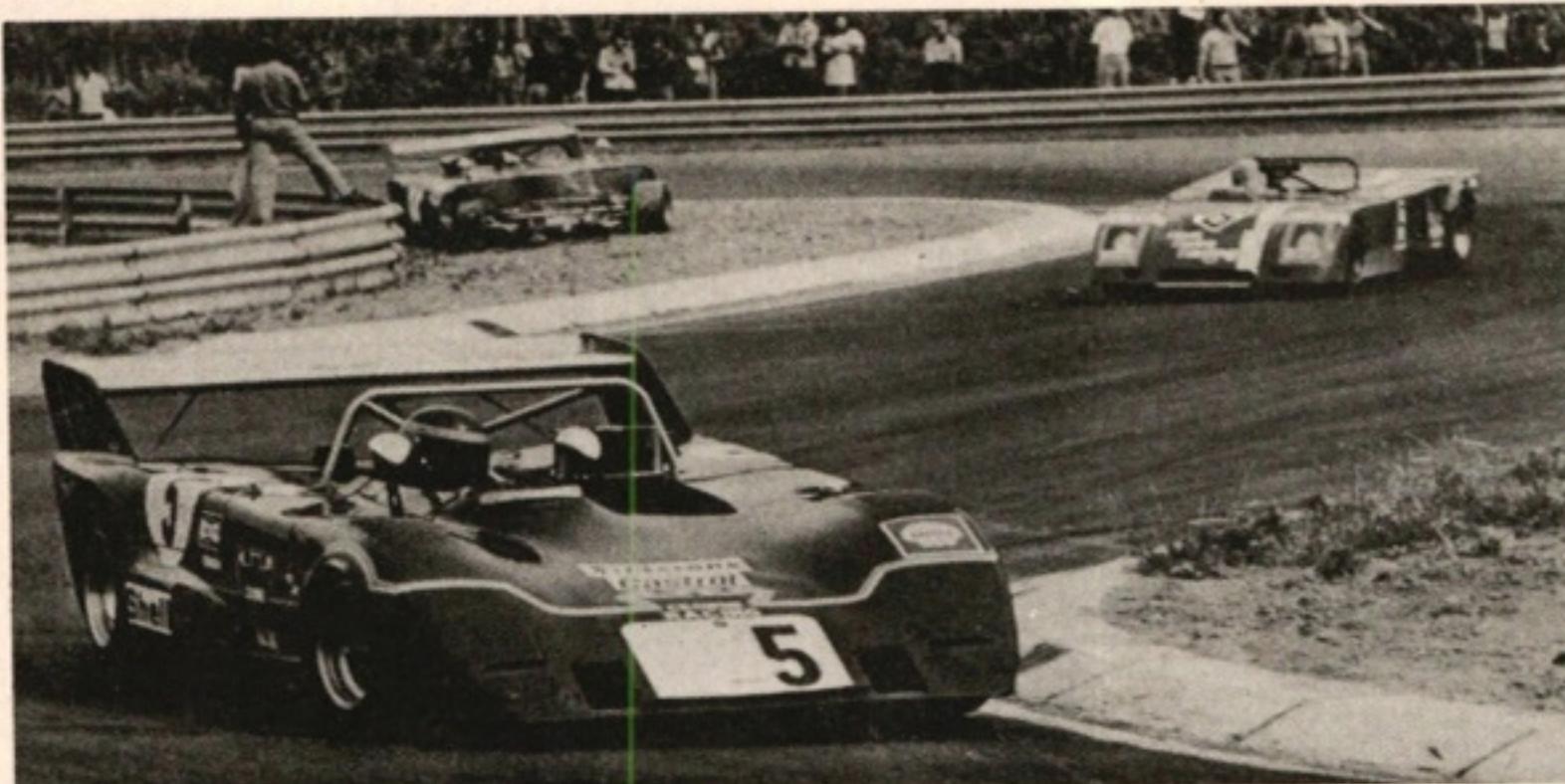


...WHY THEY CALL IT A 'WISH BONE'....



...YOU JUST HAVE TO HOPE IT HOLDS THE WHEEL ON.





Chris Craft and John Burton fought hard for the lead overall.

IMOLA

Chris Craft wins again

Report and photographs by JEFF HUTCHINSON

Chris Craft took his Crowne Racing Lola BDG T292 to its second consecutive victory with an aggregate win in an action packed two 30 lap heat race at Imola on Sunday. Although Craft did not win a heat, his second in the first part and third in the second was enough for victory over John Burton's RRR Chevron FVC B23 which he had brought in third and sixth.

The race was dominated by the non-Ford runners, Gerrard Larousse taking his Swiss Cheese backed, Schnitzer-BMW powered, Lola T292 to an easy first part victory when the new Alpine Renault broke its engine while leading the race, its driver, Jean Pierre Jabouille, having set fastest lap of the day before retiring.

Larousse also retired in the second part however, and it was the DART backed GRD driven by Dave Walker which put up an impressive show ahead of Henri Pescarolo's Osella Abarth and then went on to take its first win and fourth overall.

New "discovery" of the race was Italian Cosimo Turizio who took fifth overall in his March BMW after a pit stop in the second part, before which time he had been changing places with Larousse for the lead.

Craft's second win now puts Lola just ahead of Chevron after three rounds with 52 points to Chevron's 50.

ENTRY & PRACTICE

The third round of this year's 2-litre Championship attracted the best entry to date—28 cars, nearly all them the latest machinery with good drivers. Making its debut at a Championship race was the new Renault Alpine V6 in the hands of Jean Pierre Jabouille, while March-BMWs were out in force along with two Schnitzer BMW powered Lolas.

Practice was a generous four hours split into one hour sessions on Friday and Saturday afternoons, the Dino Ferrari circuit is much slower than last year since the introduction of the chicane just before the pits, this being new to most of the drivers. During the 500 kms race last year Nanni Galli set a 2-litre lap record of 1 m 46.1 s with the chicane so this was the target to aim for. After the first session however, there were a few surprised faces, only the March-BMW of promising Italian comingman Gabriel Serblin had managed to get below 1 m 50.0 s, while in the next session he was quickest again with a 1 m 47.02 s. As the others got sorted out and changed to the right gear ratios etc their times also began to drop, but it soon became obvious that life was much easier for the BMW runners, the Ford users all telling the same tail. "Out of the corners and up the hills the BMW runners just leave us for dead," was the cry. Whether it was the latest BDG, a BDA or an FVC or a Chevy Vega, the faces of their owners were the same—long.

The only car that looked on equal terms with the BMW mounts was the new Alpine. It sounded really good (if you like that sort of thing) and was revving up to 10,400 rpm in comparison with 8500 to 9000 rpm of the Ford and BMW units. The Alpine chassis looked very basic. A simple tubular space-frame, not even plated but obviously rigid

enough by the way the car was going. Suspension is conventional wishbone type, while it was probably very fortunate for Alpine there was no weighbridge here for unless the engine had a special lead-based alloy block there was no way the car could be up to the minimum weight limit of 575 kilos, while there were no signs of ballasting the car during practice. Their team manager said they had added 40 kilos however.

Abarths were not featuring too well and like the Ford runners they could only hope that the BMW men were going to run into trouble.

Saturday, like Friday, was very hot and during the first session times were very slow, the track breaking up in many places with several drivers sliding off the road for this reason. Damage was not serious and by the time the track and temperature had cooled for the final hour at 6 pm it became obvious that this was going to be when the fast times would be set and everybody was out for a quick one.

Larousse had changed his "customer" Schnitzer engine for a specially built one fitted overnight and after spending the first session running it in and checking all was OK he went out for a flyer in the final stint. He soon had the Swiss Cheese sponsored Lola T292 lapping below 1 m 50.0 s and within four laps he had set a pole winning lap of 1 m 45.98 s, which was a good time considering the slippery state of the track.

Guy Edwards was shrewd enough to tag along with his now BDG powered Barclays International Lola and with the aid of a good tow from Larousse set second fastest time of 1 m 46.35 s to share the front row of the 2-2 grid.

It was another BDG powered Lola that took third place as well, thanks to its driver Chris Craft who really got psyched up into a flying mood for the final few minutes and

recorded a 1 m 46.61 s all alone with his Crowne Investments backed car.

Serblin's good luck of the first day did not last however, for he had a motor blow when he missed a gear and was out of the running for a quick final session time, thus he was the only quick driver not to set his best time at the end of practice. He would have been out of the running for good were it not for his slower team-mate Spartaco Dini in the car that Toine Hazemans usually uses. Team chief Trivelatto decided to give Serblin Dini's engine, so it was Dini who did not get to run instead. Serblin was still fourth fastest with his Friday best of 1 m 47.02 s.

Anybody who thinks 2-litre racing is not close enough should have seen the competition for the next places on the grid, six cars all within four tenths of a second taking the next three rows.

It was Henri Pescarolo taking Merzario's place in the works Osella Abarth who ended up next best with 1 m 47.34 s, the Abarth team very unhappy with their tyres which they say were not as good as last year's. Pescarolo complained of bad oversteer and also had some clutch trouble in the final session, so his time was not a bad one. Next came Dieter Quester in the second works car also complaining of oversteer and setting 1 m 47.53 s. Jabouille was expected to go much faster than he did but ended up the day with a best of 1 m 47.72 s, for in the final session he was not able to find any gears, so the box was stripped, which revealed damaged dog rings.

John Burton had his share of problems in the Red Rose Racing Chevron B23 fitted, as usual, with a 1930 Smith FVC engine. Fortunately none of them were too serious and after missing the first Saturday's session when the ignition packed up out on the circuit he got down to 1 m 47.73 s to complete the fourth row.

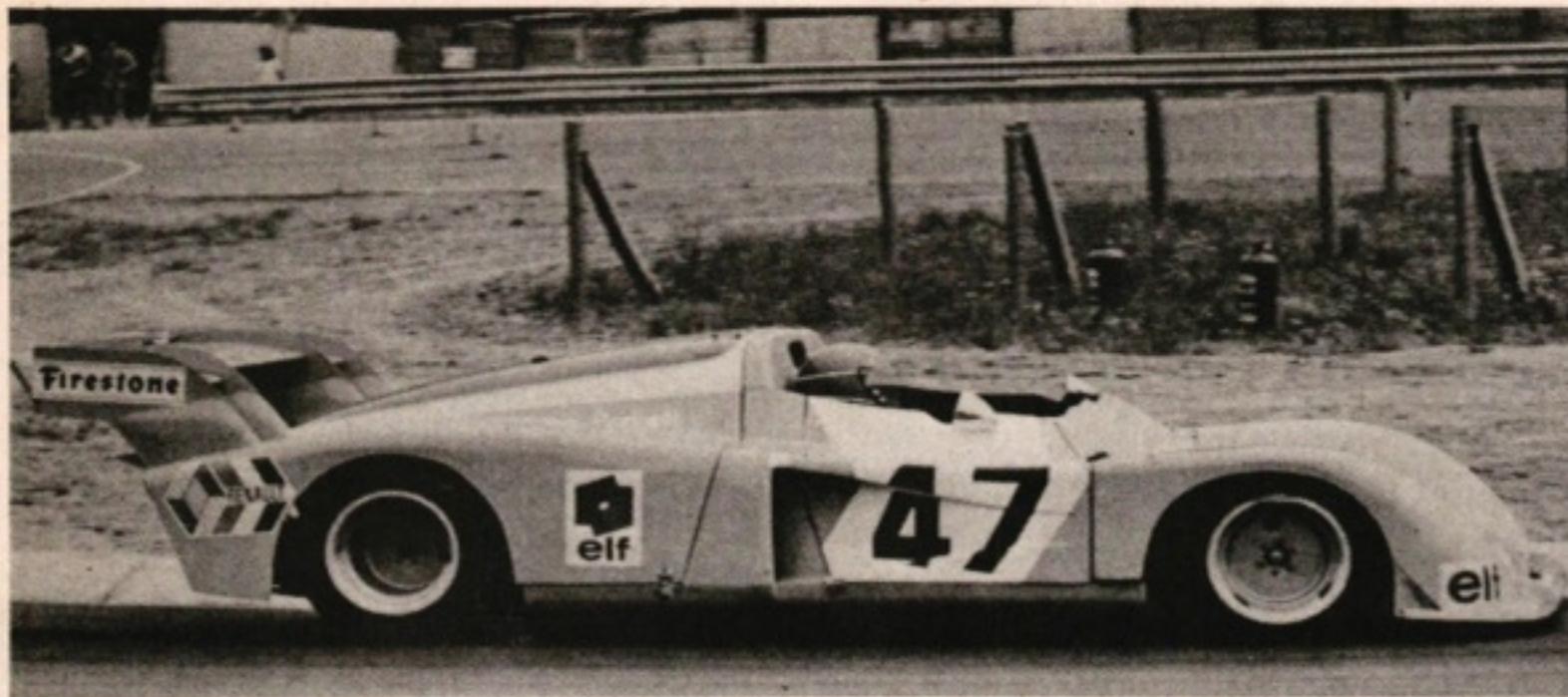
Another Italian newcomer showing promise in his second outing with a new March BMW was 32-year-old Neapolitan Cosimo Turizio, who set a 1 m 47.75 s. David Walker, the new driver for the works assisted Dart backed GRD-BDG S73 was looking decidedly unhappy until late Saturday afternoon. Small problems kept him in and out of the pits, while like most of the runners he was having fuel pick-up problems due to surging, this track one of the few anticlockwise circuits in Europe, all the cars being set up for clockwise tracks. Walker got in seven flying laps in the final session and set a 1 m 47.79 s.

Next on the grid was the leading all-private entry of Martin Raymond who with a 1930 cc engine installed after the Nürburgring 1000 kms and a few days in bed to recover from his dose of 'flu was in good form. He set a 1 m 48.52 s in his Chevron B23 just beating the second similar Red Rose car of John Lepp, his car having brake locking problems otherwise all was OK.

Manfred Mohr was once again at the wheel of the AMS 2000, or rather two cars. The first was the flat eight Tecno powered car, which did not seem to have any advantage over the four cylinder cars other than sounding better. Even that advantage was lost after the first session on Friday, for the oil filter blew a seal and Mohr trickled around half a lap to the pits with no oil which was enough to damage the crank and that was the last of that car for it was using the sole prototype engine. Mohr went well in the BDA powered car he used at the Ring however and was placed at the head of the seventh row with a best of 1 m 49.04 s.

Herve Bayard came next with the second of the Swiss Cheese Lolas, his time 1 m 49.36 s, this team looking very professional with even a spare Ford powered chassis in their big transporter.

Another new and very smart transporter at this race was that of Ecurie Vic Elford, who had brought along a very smartly turned out March-BMW for customer Alain Peltier. They missed the first day's practice after the truck had been delayed at French customs, and for most of the first practice session "Quick Vic" himself was sorting the car trying some suspension adjustments. The car was much



Jean-Pierre Jabouille set fastest lap before the Alpine blew-up while leading.

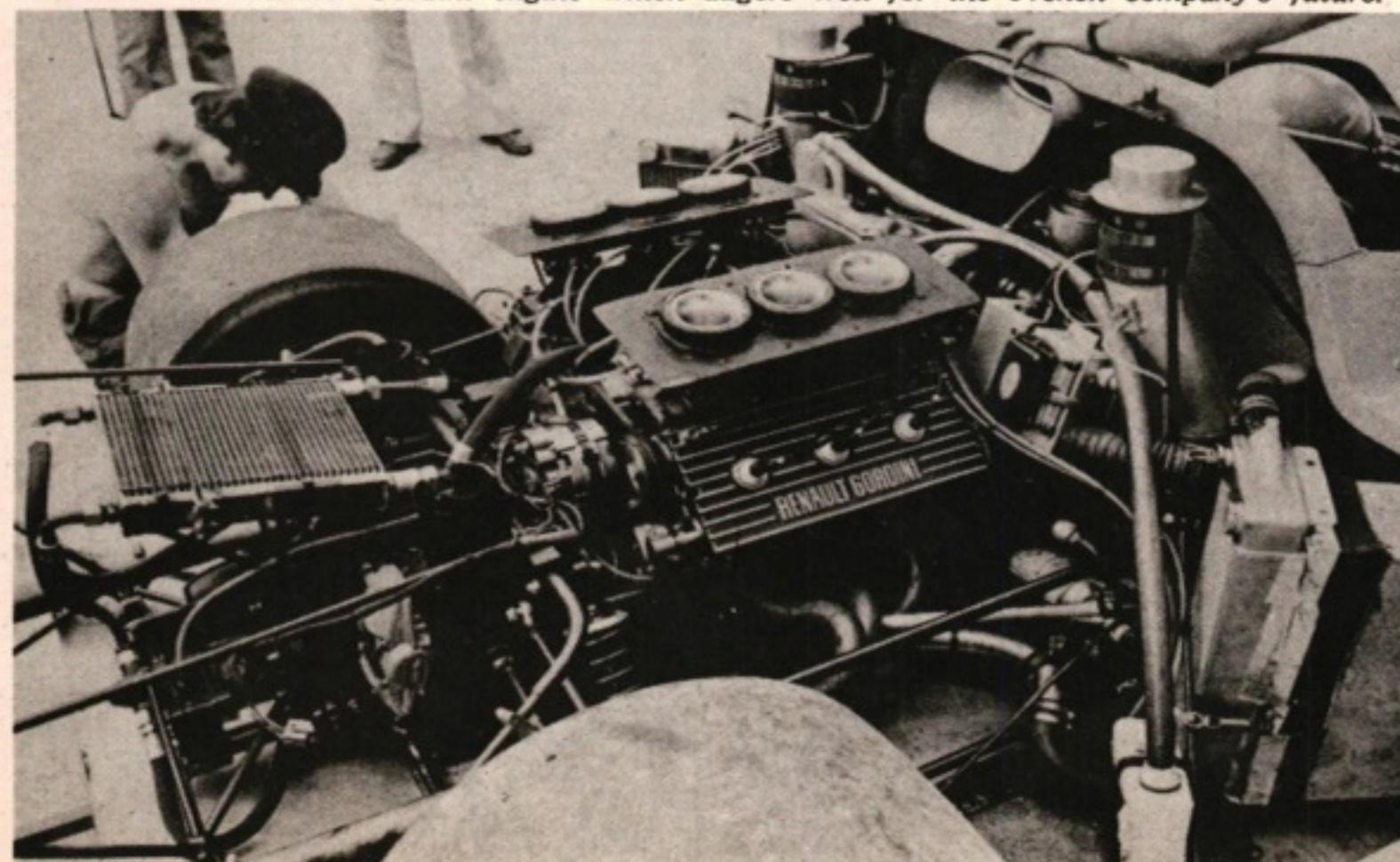
better sorted for the final session and it was Peltier who set the final time of 1 m 51.01 s after a unnerving time on the "marbles" which sent him skating along the armco barrier, fortunately with little damage. His car was one of the few still using MEL solid wheels and was suffering brake overheating as a result, the normal ones ordered still not yet arrived but fortunately the fronts were borrowed to cure the problem. Next came another March-BMW runner in the form of Canadian Bert Keuhne having his second European sports car race and in the hands of two March men as part of a "works" customer car arrangement.

The second Barclay's International Lola of American Jim Busby came next with a best 1 m 52.30 s with a Richardson BDA powered car. This was not a bad time for Busby had been really out of luck. First a piece of the track surface disappeared between one lap and the next and he slid off into the armco when he ran over the remains. This bent two wheels and a couple of wishbones. The car was all set to go in the final session, but then lost half the time in the pits with a punctured rear tyre which had to be fitted while he waited, for all the spare wheels had already been used up in the crash.

One "Gianfranco" was next in last year's works Abarth with a best of 1 m 52.5 s, while Jean Louis Lafosse was well down with 1 m 53.3 s. His complete practice was spent in and out of the pits trying to cure a fuel problem which was finally diagnosed to incorrect piping of the catchtank breather which after a few laps would cause an air-lock.

This week's Pseud's Corner prize must go to a gentleman by the name of "Yogi Geyser" who set a 1 m 54.08 s in his Chevron-FVC B21. Next came Roger Heavens with a

The 2-litre V6 Renault Gordini engine which augers well for the French company's future.



tried to find second gear. Raymond's was stiff while Pescarolo just could not get on with the intricate Abarth gate.

As the cars disappeared it was Edwards who went ahead followed by Larrousse, Serblin, Craft, Walker, and Jabouille who had also made a bad start.

Before the end of the first lap however, two cars were already missing. Jim Busby had tried a bit too hard going up the hill and gone off into the Armco damaging the front end while Lafosse had had a brain storm into the chicane and put Peltier hard right into the Armco damaging the front of his March.

Next time round it was Larrousse in the lead with Edwards right behind and Serblin still third with Craft, Jabouille, Walker, Quester, Turizio, Burton and Mohr in a train behind. Bayard was out this lap with a puncture that left the car hanging on the ground and he was unable to make it back to the pits.

Edwards hung on grimly for five laps but eventually he could hold out no longer and was taken by Jabouille who went by Craft at the same time. Edwards said later that his front tyres were going "off" in the heat and a couple of laps later he was also taken by Craft. Jabouille was soon right on Larrousse's tail, their French battle slowly moving them further ahead, the rest still being led by Craft who was opening up a slight gap from Edwards who in turn was about to be passed by Burton. Serblin had dropped back after five laps with a bad misfire and pitted briefly to try and get it cured which put him out of the running while Quester now led the Walker, Turizio, and a recovering Pescarolo, battle for a few laps. Quester pitted on lap 10 however, to have failing rear brakes bled which returned a few laps later, a suspected leaky slave cylinder thought to be the cause.

By this time all attention was on the lead battle, Jabouille having no trouble keeping up with Larrousse but finding it a different matter to get by. Finally Larrousse got things a bit too sideways out of the hairpin and as he got it altogether again Jabouille had his right foot hard to the floor and moved ahead.

His moment of glory was to last just two laps however, for as the two cars accelerated past the pits for the sixteenth time the Alpine was choked in full cry. All the valves had shaken hands with the pistons after the camshaft belt drive had broken.

From then on it was Larrousse's race and he went on to win by 16.5 s from Craft who by this time had lost sight of the Lola. Burton came home third only five seconds behind Craft. Edwards would have been next but five laps before the end his motor cut at the pit entrance in a series of backfires and accompanying flames after the distributor came adrift.

Forty seconds behind it was Turizio who won a hard fought battle with Manfred Mohr, Dave Walker and Pescarolo. Despite some rather wild driving he kept it on the island and finished six seconds ahead of Mohr who had disposed of Walker and was another seven seconds clear of Pepsi. Pepsi had managed to lead this dice for a while but then slowed for a few laps when he "kerbed" the Abarth and the steering position altered slightly. He got going quickly again when he found everything seemed to be working alright, but by this time it was too late to get any higher than sixth place, having got ahead of Walker in the closing laps. Walker had been having a hard time of things as a change of fourth gear after practice turned out to be the wrong one so he could not use fourth and was jumping from third to top, while his misfire problems also returned as the race wore on.

Raymond finished nine seconds in arrears of Walker, the final car to remain unlappped, his only dice of the race being with Lepp until half distance when Lepp's illness finally got the better of him and harassed by no clutch he lost concentration for a split second and found himself heading for the Armco which he hit hard enough to warrant rear body repairs.

Lafosse's fun and games ended on lap 11 after a self induced spin a few laps before. He stopped with severe petrol burns after an open petrol breather cap had covered him in fuel under braking since the start.

HEAT 2

Nineteen cars turned up for the second part, which was run just 45 minutes after the first. This meant, of course, that Quester and Jabouille were unable to ready their cars for the race, while Edwards' car was barely ready after the distributor was hurriedly reseated.

It looked as though it was going to be a run away win for Larrousse again, but Sig Terzio had other ideas. He sat right on the Frenchman's exhaust pipe for two laps showing some incredible daring as he tried to find a way ahead, which he did on lap three, staying there until lap 6. Larrousse led again for another two laps by Turizio bounced back again and had everybody asking the same question—who is this guy? The answer—an ex-Trivellato Fiat 128 driver who might become a second Merzario. Certainly mixing it with Team Matra men did not deter him at all. Behind these two Walker put the GRD in third place after passing Pescarolo and Serblin had pitted on lap four for the same reason as before. Guy Edwards was also out of luck this heat when the distributor was found to be set in the wrong position after the warming up lap, a quick tweak making the engine work better, but not good enough, so two laps later Edwards retired.

Larrousse's luck ran out at half distance like Jabouille's had. Suddenly the BMW started to make strange noises and he quickly switched off before whatever it was inside found its way out.

It was Dave Walker who took the lead in only his second-ever sports car race, with Pescarolo second, Turizio suddenly dropping back with overheating problems, water pouring out of the back, while Lafosse put himself into third place for a while but then after several more "incidents" was out of the race after going off at Acqua Minerale.

Turizio stopped at the pits to report his water problems but was waved back into the race on lap 21 but not before losing his third place to Craft with Burton a close fourth. Craft was battling with low fuel pressure and no clutch, an unenviable situation to be in when pit signs told him he was leading the race overall by just a few seconds from Burton. He was trying his best, but Burton closed the gap and got alongside only to have the mechanical fuel pump pack up and the engine die. By the time he thought to hit the electric pump he had lost the ground he needed to win the race overall and instead found himself battling with Turizio whose sick BMW was still quicker than Burton's FVC.

Pescarolo's Abarth engine could not hold Walker's Ford for the lead and the GRD looked really safe until just a few laps from the end when it suddenly slowed. Walker's car was not picking up all the fuel it should and it kept cutting out. Dave hung on and nursed it the last few laps letting Pescarolo close to within four seconds at the end while the last drop of petrol ran out as the car crossed the line and Walker had to walk back to take his cup while the GRD followed on behind on the end of a breakdown lorry.

Craft came home a further eight seconds behind which was enough to give him a well earned overall victory while Burton managed to retake Turizio a lap before the end only to lose it again on the last lap, the Italian really showing spirit and obvious talent. Bayard was next a lap behind after a lonely drive, while five laps before the end Möhr was out with engine problems after a fine drive.

Despite the few finishers it had been one of the best fought two litre races since the championship was started, a few more like it and it will get the recognition it deserves. Certainly the Alpine proved a shock to most

MANTORP PARK

Easy win for lone Capri

Report and photographs by PAUL THOMPSON

With no works BMWs around, Ford Cologne had a comfortable win at Mantorp Park, Sweden, last Sunday when their singleton entry for Dieter Glemser/Jochen Mass cruised home two laps ahead of the Gartlan Alpina BMW CSL in the hands of Brian Muir/Toine Hezemans. An initial attack from the Schnitzer CSL was promptly squashed by Mass driving the first half of the race, and he handed over to Glemser with a comfy lead at half distance which the '71 champion stretched to two full laps at the end having slowed considerably in the closing stages with possible wheel bearing trouble. The two BMW changeovers dropped them right out of the picture. Wollek took over from Brambilla in the silver/red Schnitzer car but shortly after went on to five cylinders and retired near the end when the engine could not take any more. A refuelling boob cost Hezemans time getting away and then all the brake fluid mysteriously disappeared causing stops for fresh fluid and then a bleeding session. Two of last year's Capri RS models in Swedish hands took the next two places after trouble free runs except for the one of Bo Ridstrom/Jonny Green, which suffered fuel injection gremlins early but climbed right back up.

The race also marked the return of Autodelta with a new Alfetta for Rolf Stommelen/Reine Wisell. The car still needs development work but gave a very good account of itself in its debut scrapping merrily with some of the quick Escorts before going out with clutch failure. The 2-litre division went to last year's Swedish champion, Bo Emanuelsson with his very quick and reliable Timex Escort RS, ahead of Jose Uriate/Herve Le Guellec in one of the Spanish Broadspeed RS, and the reliable old Alfa Romeo GTAm of Carlo Facetti/Bjorn Steenberg whose third place keeps Alfa at the head of the 2-litre makes section. Other quick Escorts were delayed with a variety of problems, whilst Dave Brodie blew another engine in the works/Reeves example, and BMW's hope Dieter Basche was delayed with a number of stops when the low-pressure fuel pump started playing up.

runners and underlined its presence with a fastest lap of 1 m 45.0 s. Clermont Ferrand on July 17, should be very interesting. . . .

European 2-litre sports car championship, round 3

Imola, Italy, June 3
2 x 30 laps, 307.320 kms

1. Chris Craft (2.0 Lola-BDG T292), 1 h 48 m 32.6 s; 169.878 kph;
2. John Burton (1930 Chevron-Smith FVC B23), 1 h 49 m 1.0 s;
3. Henri Pescarolo (2.0 Abarth-Osella 2000), 1 h 49 m 18.6 s;
4. Dave Walker (2.0 GRD-BDG 573), 1 h 49 m 31.4 s;
5. Cosimo Turizio (2.0 March-BMW 735), 1 h 49 m 35.7 s;
6. "Gianfranco" (2.0 Abarth-Osella 2000), 58 laps;
7. Herbert Keuhne (2.0 March-BMW 735), 57 laps;
8. Franco Pilone (2.0 Abarth-Osella 2000), 57 laps; 9. Manfred Möhr (1.9 AMS-Novamotor BDA 2000), 55 laps;
10. Roger Heavens, (1.8 Chevron-Richardson FVC), 55 laps.

Fastest lap: Jean Pierre Jabouille, 2.0 Renault-Alpine 2000, 1 m 45.0 s, 175.611 kph.

Championship positions after three rounds: Lola 52, Chevron 50, March 28, Abarth 24, GRD 10, AMS 2.

GT RACE

Supporting the 2-litre race was a rather poorly attended round of the European GT Championship. It produced a surprise however, for Porsche's domination was broken by none other than Mike Parkes who donned his crash hat to take the wheel of a De Tomaso Pantera, just about the only non-Porsche in the race but for one other Pantera and a handful of Renault Alpines.

Parkes showed he has lost none of his old touch for he put the Pantera up front at the start of the first of two 20 lap parts and kept it there all day, his only challenge coming from Clemens Schickentanz who managed to stay in touch but never looked like getting ahead, his Kremer-built Porsche having completed over 2000 kms since its last engine rebuild. The same could hardly be said for the Kremer-built Carrera of Martin Birrane, the only English entry, for after bringing his car all this way the freshly rebuilt engine started to pour oil from a badly fitted crankshaft oil seal and he did not get in enough laps to even qualify.

A processional third place in both heats went to Claude Ballot-Lena who despite a broken seat in the first part managed to hold off a weak challenge from Italian Ennio Bonomelli's similar Carrera which was equipped with two way radio. After 43 laps of the 50 lap race in fourth place he was able to tell his pit he had broken down on the 44th lap and would not be coming round again.

The first six places were as follows:

1. Mike Parkes (De Tomaso Pantera), 1 h 19 m 16.6 s, 155.062 kph;
2. Clemens Schickentanz (2.8 Porsche Carrera RSR), 1 h 19 m 22.8 s;
3. Claude Ballot-Lena (2.8 Porsche Carrera RSR), 1 h 21 m 13.1 s;
4. E. Sindel (2.8 Porsche Carrera RSR), 1 h 22 m 34.9 s;
5. Helmut Henzler (2.8 Porsche Carrera RSR), 1 h 22 m 56.5 s;
6. Claude Haldi (2.8 Porsche Carrera RSR), 39 laps.

Fastest lap: Parkes, 1 m 57.2 s, 157.331 kph.

ENTRY & PRACTICE

With Ford and BMW geared to such a heavy programme of long-distance events as well as touring car rounds, the works participation was somewhat lacking. In Kolin and Munich mechanics are working round the clock to have cars ready for Le Mans and with both teams having lost cars in accidents, just a singleton works Capri arrived to try to repeat its Salzburg victory. BMW representation rested with the Gartlan Alpina CSL for Muir and Hezemans after the rebuilt Salzburg car was shunted again at the 'Ring last week, and the "quickie" from Schnitzer for Vittorio Brambilla/Bob Wollek. Jochen Neerpasch was keeping an eye on things and giving assistance where possible before jetting off to Le Mans.

With two badly bent cars and three being prepared for Le Mans, Mike Kranefuss was hoping to repeat the Salzburg victory with the same car to be driven by Jochen Mass/Dieter Glemser. Time has not been on the team's side at the moment so the car was virtually unchanged and even running the Austrian winning engine. They had been here before with a car for Ronnie Peterson last year (not a championship round) and in fact he had the G2 record lapping in 1 m 41.0 s, 146.1 kph. Setting up was thus a formality, as was pole position for Jochen who recorded 1 m 36.7 s in two of the three hour-long sessions allowed on Saturday. The engine was changed as routine on Saturday evening, a rebuilt unit being fitted and checked out in a few laps late in the evening.

The Schnitzer brothers were overseeing things at Freilassing, so information was a little more forthcoming this week, though technical details are still hushed up. Wollek was back with Vittorio B in place of Jaussaud and both drivers were lapping quickly, the Italian grabbing second slot in 1 m 37.7 s, a full second slower than the Capri. Well, the engine was tired and a fresh unit was installed on Saturday evening! A demon? The race would tell; Wollek was just a fraction slower, with the major problem in the handling department. A strong oversteer was cured after the first session with some softer experimental compound Firestones. These were worth a second per lap but would need changing if used in the race. Softer springs since Salzburg meant the car was bumping on the stops so these were stiffened and with the other tyres back on for the last session the oversteer reappeared.

Alpina have also been in the wars with two rear ends shunted in the past two weeks so the Thruxton car was promptly dispatched from England. With little time for work in England the team had to fit a new 3.3-litre



The Broadspeed Escort of Brodie and Bourgoignie in close company with the Stommelen-Wisell Alfetta which made a promising debut.

mill at 5 am on Saturday with the inevitable delay in getting out for the first session. By the third session, however, Hezemans filled up the front row with a 1 m 38.0 s, equalled by Muir who could not get enough flying laps in earlier, as he was always being called in. Niggling brake problems caused delays but otherwise the CSL was untroubled.

A welcome addition supporting the BMW attack was a just completed 3.3 CSL for Swedes, Rune Tobiasson/Leif Hansen. Built up by the team themselves and backed by STP (Sweden) the car features a number of alterations to the usual CSLs, notably in the suspension department. Motor Nord tweak the motor with just the fuel injection and odd bits coming from Alpina. Cylinder head, camshaft and valves are all to their own design. Being literally just finished, the car is in need of much setting up and development, but still managed a place on the fifth row in 1 m 43.5 s.

The works Capri had support from three '72 spec cars, narrowed to two when a new car built from a last year's works shell for Waltraud Odenthal/Hartmut Krautz slipped away in the afternoon, not to return. Journalist, Boo Brasta was sharing an ex-works car with the 51-year-old grand gentleman of Swedish racing, Bo Ljungfeldt, probably best remembered for his outings in the Alan Mann Mustangs. Brasta is lying second in the Swedish championship and he got his 290 horses on to the track to slot on to the second row in 1 m 39.8 s. New springs and the experimental compound Firestones were the only additions to the well sorted car. The other Capri for Bo Ridstrom/Jonny Green didn't have it so easy. Brake pad fade and soft front suspension delayed them and after Ridstrom managed 1 m 40.9 s in the second session, a big-end bolt parted company with the crankshaft and shot upwards causing a broken camshaft. No spare, but the Koln works team were kind enough to lend the team their practice engine which was removed after the last session. After burning the midnight oil fitting everything in, it was discovered that the distributor would not fit due to the different size injection trumpets

The victorious Mass/Glemser Capri which won by two laps.

on this year's engine. It looked like another non-starter, but no. Somehow, someone got in touch with Fraulein Odenthal (now at Stockholm Airport) and one of her crew drove all the way back to Mantorp with a distributor from their car.

The overall winner looked like coming from the front row, barring retirements of course, but in the up to 2-litre division things are getting quite hot with competition increasing at each meeting. Underdogs, Alfa Romeo lead the class with their resurrected GTAs and besides two of these for Carlo Facetti/Bjorn Steenberg, Massimo Larini/Tommy Jagerwall there was an Alfetta! Due to appear at the 'Ring, Autodelta had brought the unfamiliar blue painted four-door contender up to Sweden for a trial run. After Stommelen, Facetti and Reine Wisell had tested during the week it was decided to give the car its racing baptism. As a works driver, Stommelen was given the honour along with Wisell in Autodelta's policy of often using "local" drivers. The car features a 4 valve per cylinder, wet sump motor of 1965 cc giving around 255 bhp at 8,000 revs with the customary Spaca fuel injection. In practice the car looked rather twitchy—some feel that a four-door saloon is not the way to go—but this was stabilised with some suspension tweaks and Firestone were prevailed upon to come to the rescue when suitable Goodyear rubber ran out. The former's grip was marginally better but the team stuck to Goodyear for the race as the softer mix of the Firestones would have meant new tyres. Stommelen seemed quite happy and his 1 m 42.1 s put the car on the inside of the fourth row. The 2-year-old GTAs are not serious contenders any more with their 215/220 bhp, but are keeping the flag flying for Italy in the series. Facetti was 1.2 s quicker than Larini and made the sixth row of the 24-car grid in recording 1 m 45.0. A good performance was put up by the Swedish Topcon 1300 junior of Claes Rothstein/Umberto Grano who sat next to Larini, the former having tweaked up a 1 m 46.6 s.

The quick man in the class was last year's Swedish saloon champion, Bo "Emma" Emanuelsson in his own much modified

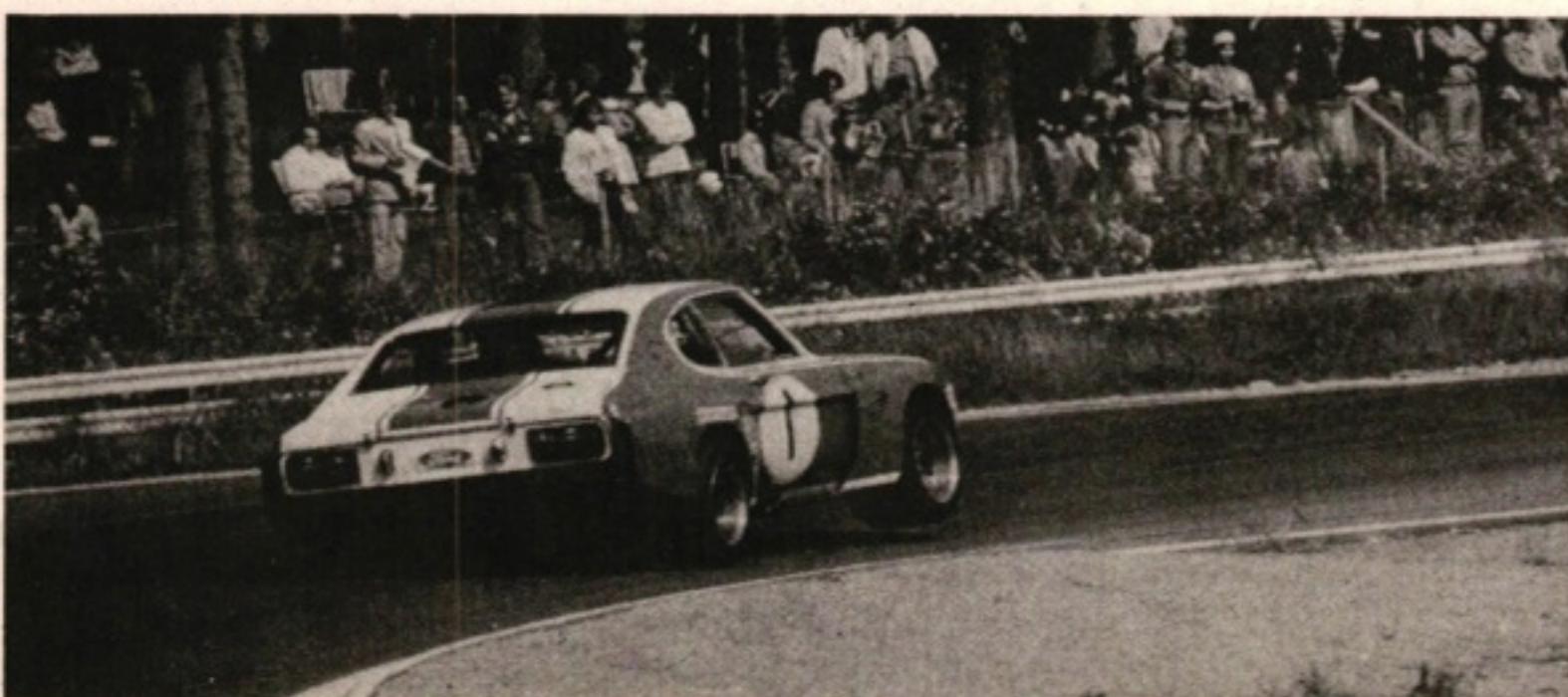
Timex Escort RS with 2-litre BDA from Boreham modified by Don Moore. The 270 hp alloy unit was suspect in the last session, however, when the water started to disappear—a slipped liner was suspected and a less powerful 1840 iron block BDA from Sports-cars Stockholm was fitted in the evening. His time of 1 m 40.0 s to put him on the second row had a lot of people talking but he had equalled Peterson's Capri record a few weeks earlier in a national race, and reckoned before practice there was at least another 1 s to come with the right tyres.

Technical details, like the Alfetta, would be far too numerous to go into in detail but it is self-built from a shell and is quite radically different from other quick Escorts in many ways, particularly the suspension department which had all manner of people in the paddock nodding at how well it handled. Co-driver Bengt Odelfors was having his first ride in a full 2-litre car but was Swedish 1600 division champ in '71/'72.

Dave Brodie/Claude Bourgoignie had the Norman Reeves/works Escort rushed up from Thruxton and Dave was wondering if the timekeepers were using the right make of clock as he was a second slower but still managed to overhaul Emma at one point. His Boreham BDA was perhaps tired after the Thruxton rigours but the four spare engines were all in need of a rebuild and this was used for practice and race. One new engine was left behind as it needed bay modifications to fit and time was just not available. Suspension is still being developed on the car—the only Escort to have torsion bar rear suspension, where there is still not enough roll stiffening. By the end of the day, a lot of oil was blowing round so the mechanics had the engine out to replace all the seals and a new Jack Knight cogbox was fitted.

The Spanish Broadspeed Escorts were back with a new face, Emilio Zapico, sharing the 1840 cc iron block mount of Raffael Barrios. Underneath the affable, smiling face of team manager Giusseppe Risi lies the head of a businessman and he had drummed up some sponsorship from Garvey's "fine wines." Alas, we did not see the Swedish representative on Sunday and a tasting session was shelved! Zapico has been driving for around six years, mostly in Spain and was runner-up in the national formula last year, giving note of his saloon car prowess with a good run in the Jarama 4 Hours in October. The similar car of Jose Uriate/Herve Le Guellec was sporting a full 2-litre alloy BDA. Le Guellec had driven a Super Vee here before, but the circuit was new to the others so setting up was the order of the morning when stiffer roll bars were utilised with 388 front and 418 Dunlops on the rear. 388s all round in the afternoon helped Barrios to a fifth-row grid position in 1 m 43.6 to Uriate's 1 m 45.0 set in the middle session. In the afternoon, the diminutive Jose had a repeat of his Salzburg trouble when this time the right track control arm broke sending him into the boondies, but luckily only breaking a bit of the wheel arch. Actually the ball joints had broken and replacements were utilised from TCA's from an Escort found in a local garage. Brakes had also been overheating in the morning but this was probably due to excessive use as the drivers settled in to their learning role.

The last quick Escort was another Boreham car from Ford Denmark for their saloon champ Erik Hoyer sharing with Aage Buch-Larsen. Martyn Watkins was directing ops when not getting involved with Arthur Pate-man next door in the Reeves camp. Hoyer usually has a 1300 BDA for his home championship, but mechanic, Dave Stevens, had slotted in a 240 bhp 1800 cc Boreham mill. This was actually the engine scheduled for Gerry Birrell's Springbok Chevron had the alloy unit not been homologated. A heavy roll bar in the morning session was changed for Erik's usual 1300 bar in the afternoon when he equalled Uriate's and Facetti's times of 1 m 45.0 s to move next to the latter on row six. They were further delayed in the morning when a balance weight flew off the prop shaft, actually piercing the tunnel between gearbox and handbrake, and in the afternoon



the front wheels went out of balance. Finally, the Escort enemy, Dieter Basche with his class-winning Salzburg G21 BMW 2002, was hoping to repeat the exercise with Martino Finnotto sharing. The F2 based 16 valve motor was as at Austria and apart from a few suspension tweaks the car was much the same too. His 1 m 40.9 s put him on the inside of the third row but after the last session he discovered a leaking rear tyre. No spares were available except a well used 418, so he reckoned on starting with this and then fitting a 388 when necessary.

Unknown quantity at the back of the grid was Lennart Hall with a second Timex Escort and sharing with a name currently being watched in Sweden, Conny Ljungfeldt, son of Bo in the Capri. This was Emanuelsson's last year's car brought up to '73 spec. Their 2-litre steel block mill had a liner slip in unofficial practice and a fresh 1840 cc didn't arrive from Stockholm until late on Saturday. The remainder comprised a couple of "standard" BMW 2002s, a Cooper "S," a slow Escort and the private Opel Manta.

Mass/Glemser	Brambilla/Wollek	Hezemans/Muir
Capri RS, 3.0	Schnitzer BMW	Alpina BMW 3.3
1 m 36.7	3.3 CSL	CSL
	1 m 37.7	1 m 38.0
Brasta/Ljungfeldt B.	Emanuelsson/Odelfors	
Capri RS 2.9	Capri RS 1.8	
1 m 39.8	1 m 40.4	
Basche/Finnotto	Ridstrom/Green	Brodie/Bourgois
BMW 2002 2.0	Capri RS 2.9	nie
1 m 40.9	1 m 40.9	Escort RS 2.0
		1 m 41.4
Stommelen/Wisell	*Odenthal/Kautz	
Alfetta 2.0	Capri RS 3.0	
1 m 42.1	1 m 43.2	
Tobiasson/Hansen	Barrios/Zapico	Uriate/Le Guellec
BMW 3.3 CSL	Escort RS 1.8	Escort RS 2.0
1 m 43.5	1 m 43.6	1 m 45.0
Facetti/Steenberg	Hoyer/Larsen	
Alfa GTAm 2.0	Escort RS 1.8	
1 m 45.0	1 m 45.0	
Larini/Jagerwall	Rothstein/Grano	*Piper/Ribers
Alfa GTAm	Alfa GTAm 1.3	BMW 2002 2.0
1 m 46.2	1 m 46.6	1 m 46.9
Billgren/Ridell	Holmstrom/Hesselgren	
BMW 2002 2.0	BMW 2002 2.0	
1 m 48.2	1 m 50.1	
Leibold/Muller	Petersson/Elias	Heinz/De Vries
Escort RS 1.8	Son	Opel Manta 1.9
1 m 50.6	Cooper 'S' 1.3	1 m 54.4
Hall/Ljungfeldt C.	1 m 53.0	
Escort RS 1.8		
No time		
*non-starter.		

RACE

One-hundred and twenty-four laps is pretty hard work and there was some doubt about the weather. It had bucketed down during the night, but after getting everyone on the hop during the morning, the sun condescended to shine throughout the race, with wets and intermediates stacked all round the pits and paddock. There was some doubt as to some drivers' abilities on Sunday—you've heard about Swedish females; good, no need to explain then! But they all turned up for the 1.30 pm start which was delayed some 20 minutes or so after a Super Vee round. Cars were lined up in three two three formation on the dummy grid and round the first left-hander after a "Grand Prix" start, it was Brambilla who had got a flier from Mass, Muir and Brasta. Jochen eased past at the end of the long straight, which also doubles as an aircraft runway, but Brambilla didn't like that and he was in front again at the end of one lap. Muir and Brasta were right there too with a slight gap to the very quick Timex Escort of Emanuelsson, Ridstrom and Basche. Brodie was next up after an indifferent start and quite a gaggle in the order Hoyer, Tobiasson, Stommelen, Uriate, Facetti, Larini, Barrios (another bad start), Rothstein, Mons Billgren (BMW 2002) and the rest.

Mass wasn't prepared to battle it out with Brambilla and on the second tour he was in front again and settled down to driving smoothly away from the Schnitzer CSL without its "3.4"-litre mill! Muir closed up in the Alpina version as Brasta dropped back but some way ahead of Ridstrom. The 2-litre class looked interesting as Brodie hauled in Basche and lengthened the distance back to Hoyer. Stommelen and Uriate were closing on the Dane and these three became locked in combat for many a lap following. Tobiasson had moved ahead but it wasn't long before he went out when the oil cooler split dumping oil on the main straight. In an unofficial session in the morning the same thing had happened and the team had fitted

their only spare which was much smaller, and could not cope with the high pressure. Brodie had gobbled up Basche and was closing on the Tick Tock flier in clock-on Brodie fashion when his engine let go, not surprisingly as the oil pressure was falling. Six minutes later Larini parked his Alfa in the Paris curve after he heard a bang.

At this point, Mass was nearly 10 s ahead of Brambilla with Muir right there, less than a second behind. But "Yogi" was finding the water temp gauge the wrong side of 100 and he eased off a little out of the slipstream to let it cool down and lost the tow. Brasta was all alone now nearly a minute further back with Emma breathing freely after Brodie's blow-up and Basche farther back on his tail. Since his bad start, Barrios had really been flying and he had closed on the Hoyer, Stommelen, Uriate dice to make it a foursome. One by one, he squeezed past them and when he got to the head of the bunch, Stommelen went with him past Hoyer. The Alfetta was really going much better than one might have thought from practice and Rolf said afterwards that despite its apparently twitchy appearance from the outside, when you are behind it, it holds the road well. These two then pulled steadily away from Hoyer and Uriate, scrapping neck and neck some 6 s behind Basche. Uriate was blowing out smoke but carried on though dropping farther behind the Danish car. Facetti's old Alfa was truly outpaced but was running reliably another 10 s in arrears, whilst the Swedish Junior was doing well, though already lapped.

The Ridstrom Capri had dropped out of the picture in the meantime with fuel-injection trouble and got going again at the back of the field whilst Mass got into the middle runners, putting them all a lap behind. He had just taken Basche when the German pitted for attention to the low pressure fuel pump which was on the blink. This delayed him for over 10 m before he went out again only to stop on the circuit to fix the job himself. Then it was time for fuel and he was well out of the hunt but kept going to the end. Just before half distance the power boys up front had lapped the field twice with Mass comfortably ahead of Brambilla by no less than 41 s. Muir followed a further 12 s down. Brasta was running reliably in last year's car, but two laps back and the clock-work-like Escort of Emanuelsson was on the same lap. Ridstrom had pulled himself right back into the picture in sixth place with Hoyer's reliable Boreham car also on the same lap. The other 2-litre cars were in the throes of fuel stops and driver changes but out of luck was the Alfetta which had stopped on the circuit with electrical trouble which Stommelen had fixed to get him to the pits. Once on his way there seemed to be no problem until the car retired after 48 laps with a dud clutch. A sad ending to a fine debut. Barrios was an early caller for fuel and a change to Zapico, whilst Facetti took on fuel in a demon Alfa pit stop and continued climbing to third in class behind Hoyer and a few seconds ahead of Zapico. Uriate stopped early feeling quite tired and this lost time as Le Guellec was not ready whilst Emanuelsson kept his lead with a smooth change to Odelfors who did the minimum number of laps before handing back again to the boss.

The big cars first stops came at 3.20 pm when Brambilla stormed in and Wollek went out with a new left rear tyre. Ten minutes later he was back with a misfire. A quick look under the bonnet revealed nothing and he was sent on his way to continue on five cylinders. Mass handed over to Glemser 10 m later to finish the race with typical Ford efficiency. It wasn't so good for Hezemans though when Muir came in. Not enough fuel went in from the gravity feed tank rigged on the pit roof and the car was topped up by hand causing an unnecessary delay. Twenty minutes later, Toine was back with no brakes. A check on the pads showed there was plenty of wear left and then it was discovered that all the brake fluid had disappeared and he was on his way hoping to get away without bleeding but it was no use

and more time was lost with another stop for this.

Troubles also struck the Danish Escort when the starter motor disintegrated on Larsen taking over. A push start would have meant disqualification so time was lost as the motor was repaired. All this activity changed the positions somewhat so that after 2½ m, Hezemans was just one lap behind Glemser with Ljungfeldt who had taken over from Brasta in third on 78 laps. Wollek was 45 s further back with the BMW motor sounding dreadful on five pots. Emanuelsson continued taking over again from Odelfors on 76 laps with no hint of trouble, but his mirrors were very full of Jonny Green pedalling the Vendita Capri back up front after their early troubles. Zapico and Le Guellec were circulating in formation until the swarthy Frenchman slid off on the oily rubber-coated surface, without any damage, but losing a few places in the process. Steenberg was keeping the Alfa going, albeit two laps further down and that much ahead of the equally reliable junior, now in the hands of Grano. Larsen was knocking seconds off the smaller car, however, and gobbled him up after another 10 laps. Further back, Finnotto was giving the G10 BMW a whirl and he moved up a notch by passing the Cooper S of Petersson, whilst the Manta continued to hold station at the rear.

Shortly after Barrios took over from Zapico to finish off, he lost a certain second in class when a bung dropped out of the block and he lost all his water on the circuit. He made it to the pits where more coolant was added, but the head gasket was just about done and he took it easy to the end.

Glemser seemed to have it sewn up with three laps in hand over Wollek who had moved back to second in the five-cylindered Schnitzer car, but he heard ominous noises from a front wheel and pitted for a check. Wheel bearings were suspected and he was sent on his way, but circulating around 10-15 s a lap slower. A good margin was in hand but it didn't matter anyway when the Schnitzer engine cried enough 17 laps from the end. This put Brasta up to second for a while, but Hezemans was getting the scent to split the Capris when the flag came out after 124 laps. The year-old Capri had run like a train even with 2½ kilos of oil pressure instead of six throughout. The Alpina car continues to run reliably and with a first and two seconds, Muir still heads the drivers' championship with 50 points to Glemser's 41. Fourth went to the Ridstrom/Green RS, having completed 120 laps and had it not been for the early fuel injection trouble they may well have been second. As well as being quick, the Timex Escort certainly showed that the make has reliability with Emma taking a deserved fifth overall and first in class. Uriate improves with every race and with a little more professional approach and some "stamina training" he could be very quick. His sixth place with Le Guellec may have been at the expense of his team mate and others who had problems, but he was there at the end. Alfa managed 12 points for the makes section with Facetti's drive to third in class and incredibly, still lead the Escorts by 12 points. Not bad considering they started the year with no works cars and the private GTAm which gave them a class win at Monza only prompted them to bring out the two-year-old model. The new Alfetta looks like becoming quite competitive with more development and must be a welcome addition to the Touring Car ranks. Perhaps it will encourage other makes to have a go, especially in the 2-litre division, which after some of last year's very thin grids, is now filling up with some good competition.

"Mennen Race" Mantorp Park, Sweden, June 3rd
European Touring Car Championship, round 3
Overall and Division 2 (over 2000 cc): 1, Jochen Mass/Dieter Glemser (Capri RS); 124 laps, 3 hr 30 m 21 s; 2, Brian Muir/Toine Hezemans (BMW Alpina CSL); 122; 3, Bo Brasta/Bo Ljungfeldt (Capri RS); 122; 4, Bo Ridstrom/Jonny Green (Capri RS), 120.
Overall and Division 1 (under 2000 cc): 5, Bo Emanuelsson/Bengt Odelfors (Escort RS), 119; 6, Jose Uriate/Herve Le Guellec (Escort RS), 118; 7, Carlo Facetti/Bjorn Steenberg (Alfa Romeo GTAm), 115; 8, Erik Hoyer/Aage Buch-Larsen (Escort RS), 114; 9, Claes Rothstein/Umberto Grano (Alfa Romeo GTAm), 111; 10, Rafael Barrios/Emilio Zapico (Escort RS), 107; 11, Dieter Basche/Martino Finnotto (BMW 2002), 104; 12, Franz Heine/Gerrit de Vries (Opel Manta), 101; 13, Gosta Petersson/Krister Eliasson (Cooper S), 101.

Shell SPORT news 7

A Champion of Tomorrow

During one of the most exciting seasons of motor racing for many years with Formula 5000 establishing itself as a contender with Formula 1 for top motor racing honours - and possibly setting a new trend for World Championship races - one or two drivers have emerged as champions of the future and none more so than 29-year old Dane Tom Belso, who drives car number 208 for the SHELL-SPORT Luxembourg Team.

Making his debut in 1963 and winning his first two races, Tom finished second in the Danish Saloon Car Championship in his first season, winning it outright the following year. Signed by Ford Denmark he won both the Danish and Scan-



dinavian titles in 1967 and turned to single seaters in 1970 competing in the Brazilian Formula Ford series. In 1972 he drove in Formula Atlantic, finishing 3rd in the Yellow Pages Championship after missing the first half of the sea-



son and last year raced a Formula 3 Brabham in the European Championship. Chosen by Jackie Epstein to drive the second SHELLSPORT Luxembourg car this year, Tom has impressed everyone with his fast and consistent driving,

resulting in two 2nd places a 3rd and a 4th in his first six races, including a superb drive in the pouring rain at Brands Hatch on Easter Monday.

Currently lying 7th in the Rothmans F.5000 Championship, Tom may well follow in team mate Gijs Van Lennep's footsteps by winning the Championship at his first attempt and achieve his ambition to become the first Dane to win a major European Championship.



Gijs Van Lennep, current Formula 5000 Champion, in reflective mood following his tremendous drive at Snetterton recently when he finished second after leading for all but three laps. Winner of the Formula 5000 category of the International Trophy at Silverstone, Gijs will unfortunately miss some of the championship rounds due to his works contract with Porsche but is still very much in contention for the Championship again this year.



Clive Santo who now has a brand new SHELLSPORT Luxembourg Lola T330 following his excellent drives this year in his Surtees TS-11. With the new car Clive now has the chance to get on terms with the leaders and make full use of his undoubted ability to mix it with the best of them.



The 20/50 that's safer to race and rally with.



François Cevert, with Ronnie Peterson tucked in behind, leads the field through the streets on the opening lap.

51-10-2

MONACO GRAND PRIX

Stewart cleans up for his 25th GP win

By PETE LYONS

Pictures by PETER BURN

Race data by ALAN PHILLIPS

John Young Stewart bought Monte Carlo last Sunday afternoon. He made the down-payment on the second day of practice, when he neatly and cleanly took pole starting position. On raceday he took over the lead on the eighth lap and then neatly and cleanly made a further 70 time-payments, all without the least sign of duress. True, he was chased remorselessly the whole way by a creditor from Brazil, who set fastest lap time on the final lap and closed to 1.3 s doing it, but it was entirely the will of the winner that the gap was so close. It had been as much as a dozen second and nothing Emerson Fittipaldi tried, including brushing guardrails, made any impression until the last few minutes when the leader eased off by more than a second a lap. It was the final flourish in a game of one-upmanship that had begun on the first lap of the first day of practice on this romantic little, brutal little circuit that Stewart enjoys above all others.

Behind these two, whose cars performed without fault in what is demonstrably the most car-killing event on the F1 calendar, there wasn't a driver who didn't have mechanical trouble. Of 25 starters, 16 broke down completely; once upon a time 16 was the total allowed number of starters at Monaco....

Without argument, the Grand Prix of the Principality of Monaco is the most prestigious event on the International calendar. Conducted around the harbour at Monte Carlo, it is a gruelling test, held in unique conditions, and it attracts more public interest perhaps than any other. For this 31st of the classic series—the first was in 1929, when Grover ("Williams") won on a Bugatti—the Formula 1 circus buckled down to business in earnest.

With their usual sturdy reliability, Yardleys squared off with *North Wind*, a pleasant 120-footer of restrained lines but timeless good taste; their Friday soirée got them off to a fine lead. But hard by, next to *Brunilde* which may or may not have had something to do with STP, the brash newcomers UOP had entered *Erawan*, whose furnishings introduced the efficient decor of the big American motel into the perhaps too-traditional European scene. Side by side were the two giants: Elf stood tall with *Xarifa*, a splendid motor sailer of three masts, schooner-rigged, while Players were represented by the somewhat lighter *Dodi*, whose two masts were of alloy but whose designer had had the balance to include some fine woodwork aft. Down past Ford's slightly utilitarian *Borrina* was the flash Ecclestone *Crest Cutter*, which astonishingly enough was doing its 14th GP. "We've got a new rear spoiler," Bernie pointed out, "You can see it just down there under the stern; we're also trying out a different vase—the flowers are the same, just the vase is different." Discreetly off by herself in a less crowded mooring, *Centaura* was instilling quiet confidence in the Embassy team; they were also preparing a press water-taxi.

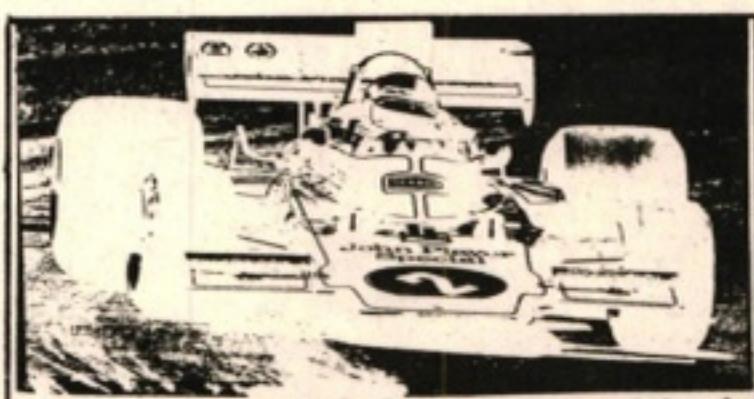
What should have been the queen of the marina was *Southern Breeze*, of London registry, with which Hesketh Racing were making their Grand Prix debut. Superb she was within and without, but imagine the discomfiture of good Lord Hesketh when he found the adjacent team's yacht was 20 ft longer! At 182 ft, the Clarke-Mordaunt-Guthrie-Durlacher *Marala* is reputed to be the third-finest in the world, and she showed no sign at all of her recent unfortunate foundering in the Greek isles.

"Well, but you can see *Southern Breeze* is wider abeam," sniffed Alexander. "Our guests have a much more comfortable footing in rough seas. And besides, there is our helicopter, and not even those Marlboro people have anything like that."

"The chopper," as intimates referred to it, was a sleek new Bell Jet Ranger II, the only one in Europe to be fitted out as a "medi-vac," and Hesketh had presented it to the race organisation for possible use as a flying ambulance during the event. Of an evening, before dark, it flew from the harbour's makeshift helipad—near the swimming pool—back to its base in Nice, his Lordship at the controls, while below along the *Corniche* sped his tastefully pinstriped Silver Shadow to fetch him back. (The Rolls offered more room than the Carrera, and team manager Bubbles Horsley was always off somewhere on the water-cooled Suzuki.)

ENTRY

As a vehicle for their young man James Hunt, Hesketh Racing had thought to include a March 731, built up only recently but tested extensively in England before coming to Monaco. March were, in fact, better repre-



World Championship/
round 6

sented than any other marque, David Purley having a very similar example entered by Lec Refrigeration which, however, was fitted with the older wider-track suspension links. This car had never been run at all. The two privateers were the only additions to the entry list of familiar teams; there were thus 26 drivers to qualify for a starting field of 25, and a total including spares of 31 machines for them to try with.

John Player Team Lotus were down to three chassis only, the one shunted during morning practice at Zolder having been as intricately damaged as the one shunted earlier in the season at Silverstone practice. Thus Emerson Fittipaldi enjoyed two cars, while Ronnie Peterson was constrained to be careful with just his one.

The Ferrari driver strength, despite anticipations caused by incidents in the sports car team the previous weekend, included Arturo Merzario back again, so Jacky Ickx had only the original B3 to use. The sides of this, incidentally, had been remoulded to match the newer one. There is a third car in preparation, on which it is expected to try once more to mount water radiators in the sides.

Once again it was 005 that Elf Team Tyrrell were using as an idea-tester; its Zolder cooling and aerodynamic experiments had been abandoned for the time being in favour of the original front water radiator, wide nose configuration. The tweak this time was to the front brakes, which were still mounted inboard but which incorporated thicker discs and new, bulkier Girling calipers. The actual intended race cars, the pair of 006 models for Jackie Stewart and Francois Cevert, were both fitted with inboard brakes this time, still of Lockheed manufacture, likewise with thicker discs. Much fabrication had been done with cooling scoops and ducts. All this was evidence of an intensive brake-sorting session at the nearby Ricard circuit. Brake tweaks appeared also on the Yardley McLarens, the two intended race machines of Denny Hulme and Peter Revson like the Tyrrells having thick CanAm-type discs and Lockheed calipers all round. The tortuous nature of the Monte Carlo circuit also called for cooling ducts to the brakes, and the fitting of twin engine oil coolers plus a gearbox cooler. Revson, as it turned out, took two days to arrive from Indianapolis and had only the last day of practice to attack the Monaco problem.

The three Brabham cars were being serviced from the same big transporter, the pair of BT42s for Wilson Fittipaldi and Carlos Reutemann displaying additional tabs and fences for more downforce from the aerofoils, as well as a pair of orange-coloured vertical "aiming posts" on the front corners. As did many other cars, these two cars had extra transmission cooling capability, but the Pagnossin BT37 mechanics relied on the extra oil capacity of their unique FL gearbox to see them through.

The three Shadows were much as before, although fitted with extra brake-cooling scoops and ducts, and on the two UOP machines the rear aerofoils had been moved slightly to the rear. The one used by Jackie Oliver was in fact a brand new car, chassis number 4, as the damage to the tub shunted at Zolder made it fit only for further destructive testing investigations. Graham Hill in the Embassy Shadow was preparing for the 150th GP of his career, and after extensive testing at Goodwood was in a much happier mood than hitherto.

The STP March was trying out a new nose, of the ever more popular reverse-curve shape in an attempt to find more front downforce. The Hunt 731 was also tried with this shape and abandoned it in practice because James felt it worked too well and upset his car's balance on its Firestones. Jean-Pierre Jarier retained it for the race on his Goodyear-tyred example. Mike Beuttler's "stock-broker" 731 retained the standard nose, festooned as it was with multiple tabs and fences. Incidentally, Space Racing, who prepare the Beuttler car, have developed so many tweaks of their own that they are finding the works are ordering pieces from them!

BRM brought along their same collection

of four Marlboro P160s, one as a spare and a well-used one at that, with various individual developments in the braking and geometry departments. The Martini Tecno was the Zolder car, on which the rear aerofoil had been relocated rearwards and insulation packed around the radiator pipes in the cockpit; Chris Amon said this solved about half of the heat problem. The Surtees-Fina strength was three cars, Carlos Pace using a brand new TS14A, number 5, which follows the Mike Hailwood machine in being somewhat lighter than his older car, which was on hand as a spare. Apart from attention to brake ducting and scoops for the top radiator inlets (seen before in hot countries), and quicker steering ratios, the Surtees were unaltered. Finally, the pair of Iso-Marlboros for Nanni Galli and Howden Ganley were much as before, with the addition of scoops for brakes and radiators, sorted-out fuel systems, and a rebuilt monocoque front for the Ganley car.

Both Goodyear and Firestone came with new tyre developments which for once seemed to cover the demands of the circuit properly. Serious efforts by the Girling, Lockheed, and Ferodo boffins to answer the challenge of the on-off-on-off Monagasque lap seemed to have paid off as well, for very few drivers reported the brake-inadequacies that have so bothered them recently and which everyone had been worried about before practice.

The revisions to the round-the-hotels circuit have, if anything, enhanced its traditional nature. There was a bit of resurfacing on the older section — the approach to the Casino is now less sharply cambered — which prob-

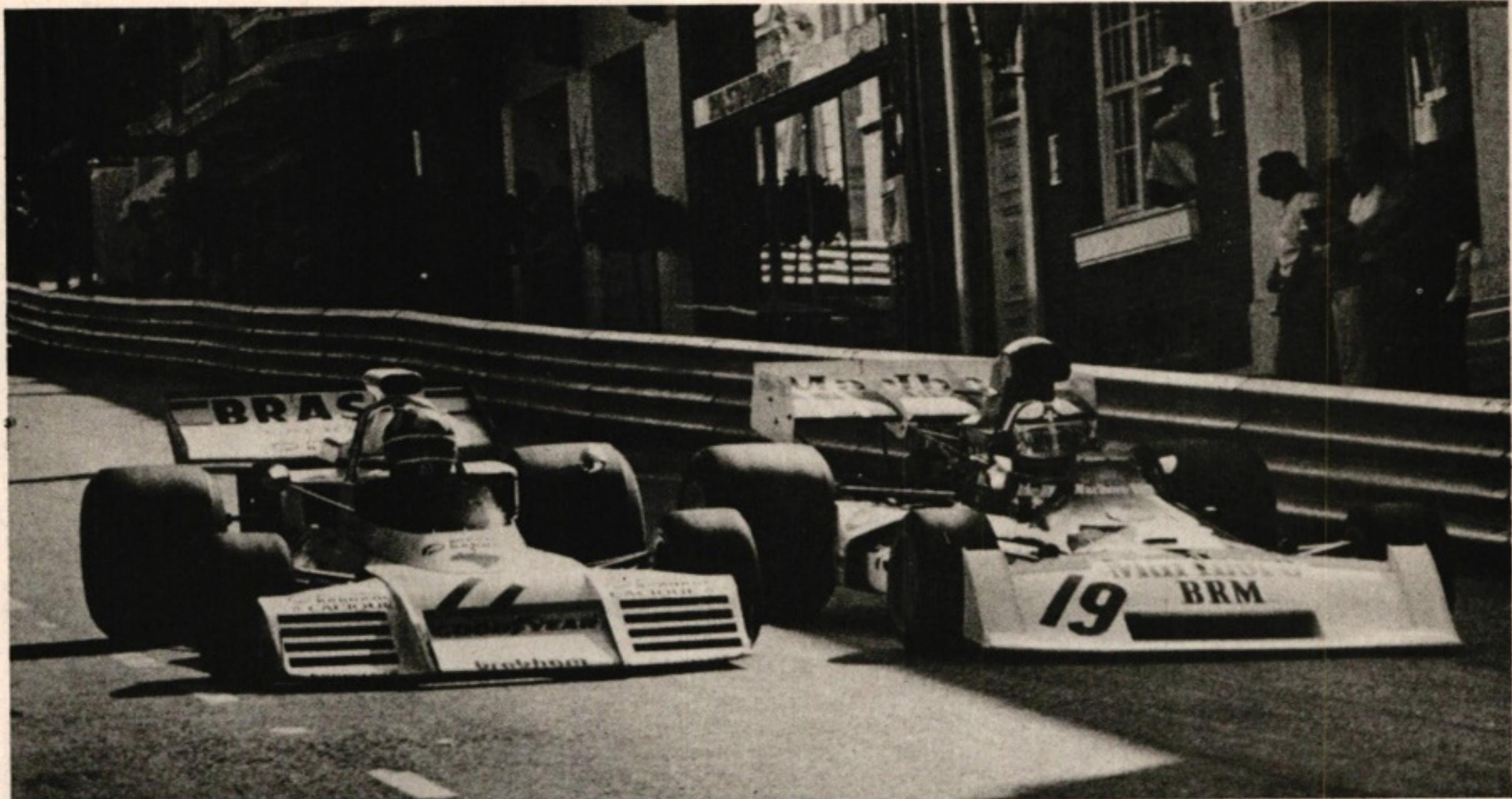
ably improved speeds there, but any gains were more than lost on the new harbour-front section. The run by the site of the old tunnel, under the skeet-range, was subtly altered so the line tightens just before the exit, and the whole thing covered over once again (but over a much longer distance) with a decking open to daylight from seaward.

The chicane on to the front is now open and very fast, verged by low kerbings. The old Tabac has been by-passed by a new curve of similar character but without the rising approach; instead the new circuit stays down nearly at water level all the way across to the area of the old Gasometre. On the way it curves outward around the swimming pool with a pair of chicanes, the first one being a 45-degree left-right of surprising speed, while the next is a 90-degree right-left of painful slowness. To climb back up on to the level of the old circuit, the new one first swings left on to the quai bordering the south side of the harbour, then cuts abruptly back through 180 degrees, climbs a ramp, and bursts out on to the old Gasometer hairpin through what would once have been an escape road were it not formerly blocked by grandstands.

In effect, the old hairpin is now a sort of plaza, and cars entering the new pits do so here by staying to the right and going up the old hairpin braking zone in the opposite direction. The pits occupy the wide roadway which in the distant past used to be the starting grid, and cars rejoin the circuit through a gap in the central island nearly up at the entrance to Ste Devote. (A sign consisting of flashing yellow arrows warns drivers

A virtuoso performance by Jackie Stewart (Tyrrell) earned him his 25th Grand Prix win. 51-10-1





Wilson Fittipaldi (Brabham BT42, No 11) completes a demon out-braking manoeuvre past Clay Regazzoni going up to the Mirabeau.

haring up the main straight by the Royal box to keep to the left whenever pits traffic emerges.)

The newly surfaced sections are quite rough, but properly done so there was no sign of breaking up. Much of this area is narrow, particularly through the new chicanes where the unforgiving guardrail lines both sides so closely that it would seem a real possibility that a half-spun car could totally block the track (in fact Galli nearly proved it in practice!). Most drivers felt the new part was pretty "micky mouse," and they regretted the loss of the only real overtaking area there had ever been (into the Gasometer). At the same time, they recognised the new pits arrangement as a vast improvement, so it was a matter of trade-offs. As Jacky Ickx pointed out, Monaco has always been a scene of frustration, where the task is to keep away from trackside objects and avoid colliding with other competitors while awaiting a chance to move up a place. Why complain about alterations which enhanced the character of the race?

Certainly the streets of Monte Carlo are an insane place to stage a modern motor race, but to forego the annual week in the Principality would be unthinkable. Why, too much has been invested in yachts alone to give up now!

PRACTICE

To fit around sessions for two other categories the F1 practice had to be spread over three days, 1½ hr a time. The weather set some kind of record, for it remained dry and pleasant for all three. At half past five on Thursday afternoon Stewart was the first man out of a long string eager to find out about the new circuit for, of course, no one had had any opportunity of driving a racing car around it before.

One of the attractions of the new layout is that from the back of the pits the new corners are all easily visible down below. Mechanics are always glad of a chance to watch their precious machines in action, and to watch each driver exploring the new situation and then begin applying his car to various experimental lines was enthralling. Within three or four laps these most profes-

sional of road racing men seemed to have settled on one specific line, although a few (Cevert, Reutemann) tried different ones for quite a while. Stewart quickly selected one pattern, a conservative sort of one which kept the Tyrrell well clear of barriers and out of sharp manoeuvres, which he held to with uncanny precision and smoothness as he pressed harder and harder. Ickx was showing a broader technique, placing the big Ferrari closer in to barriers and slicing by slower competitors with movements that almost suggested contempt. Merzario's handling of his car looked rough and vicious, while Beltoise, last year's winner, seemed to be making heavy going of the circuit, his BRM writhing about under him like an overly excited horse. Peterson, for once, was not particularly spectacular to watch, as he kept the JPS quite tidily on line, but Fittipaldi was throwing his around with startling verve — once indeed he veered off on to a dirty patch while braking and very nearly lost the whole thing. Follmer quickly started going in a manner that suggested he liked this strange new circuit and trusted his car, while Oliver makes no bones about feeling uncomfortable here and his early running-in driving showed it. Purley tied himself on to a string of experienced men and stayed right with them, but Hunt found himself lacking in the tightest of the tight corners. Hulme was disappointing to watch, as he drove around for lap after lap as carefully and uncertainly as on the first few laps, looking as if he didn't trust his car.

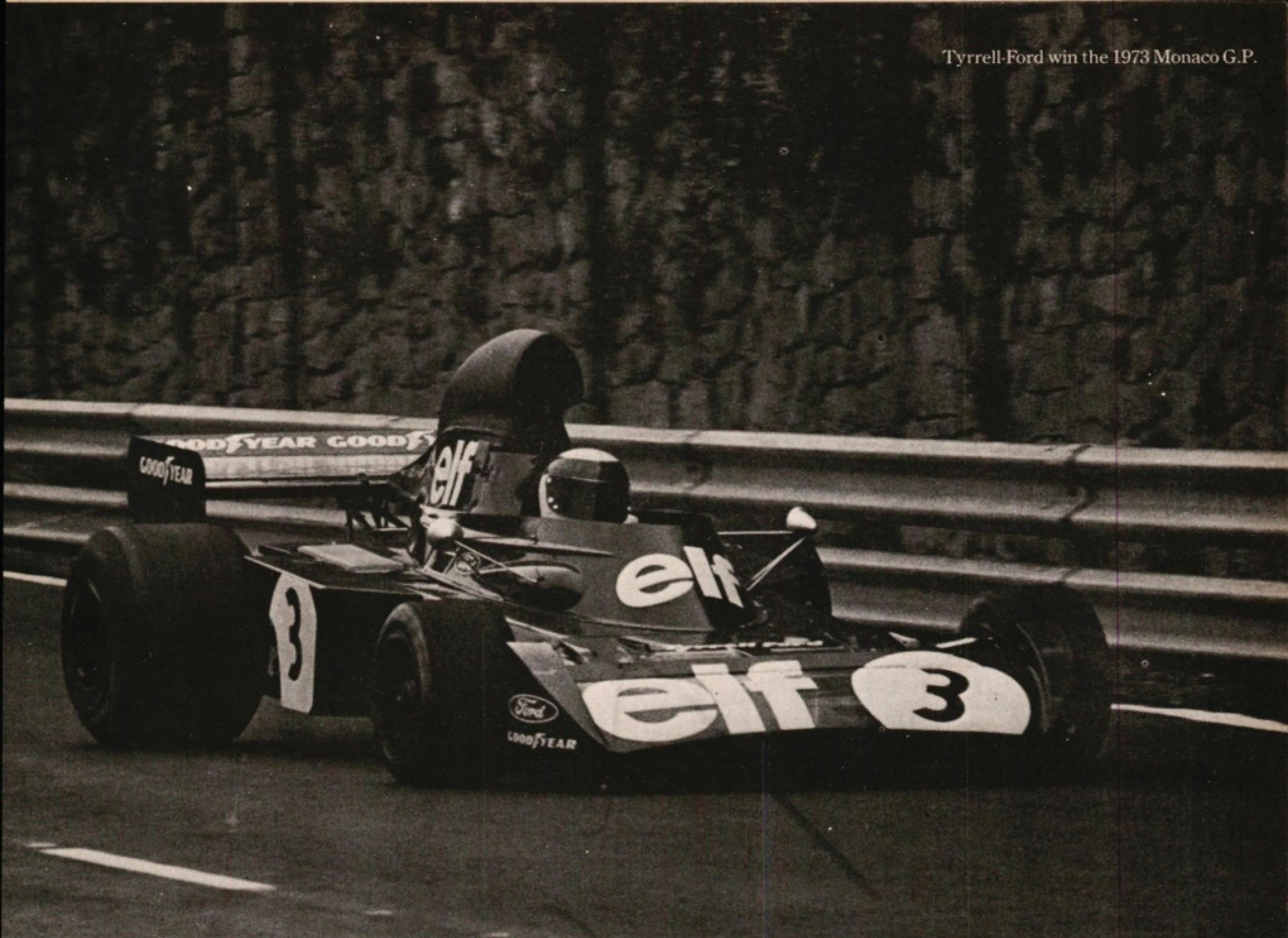
All too soon the entertainment was up, the savage noises died away through the pastel-painted buildings, and it was time for the dreary questions about "what broke?" Emerson's gearlever had broken, fractured right off at the root, and after that was replaced (during which time his spare car developed a clutch problem) the engine started having a fuel pressure trouble somewhat as at Zolder. Cevert came home at the end of a rope, the gearbox having broken at a point where he was using third gear. Oliver stopped early in running-in his new car when a bolt came off the side of his engine and created a water leak. Pace was getting a worrisome vibration from his new car which, anyway, was handling badly. Galli reported a similar vibration, while Jarier stopped with a halfshaft sheered clean through and Amon was getting brake

fade after as few as two laps. Fastest man was Stewart, whose 82.8 mph answered a lot of speculation about the nature of the new circuit (the old qualifying speed was 90 mph) and his own ability. Peterson, Ickx and Cevert came next, while once again Hailwood was shining early on by being the quickest Firestone driver.

On Friday the practice was held in the morning, at 8.40 after all the little cars had run round and round. Again Stewart got his Tyrrell going fastest of all, improving by exactly a second (and one complete mile-per-hour) while Peterson occupied a similar relationship to the day before. The order below was upset by Hulme, who was a completely different man this day, sharp and interested. It had been discovered overnight that both his front tyres had been losing pressure through porous rims — he'd tried only the one set of tyres — and with this put to rights Denny was making up for lost time with spirit.

Fittipaldi had made a vast improvement on his Thursday time, the car responding to fuel system remedies and increased camber angles. Lauda, who was actually suffering an uncomfortable attack of 'flu and was taking medication, nevertheless hurled himself up the list to be best Firestone runner, but right behind was a remarkable performance from Ganley who, at long last, found his Iso's engine running properly; fresh air for a team that was needing it. Pace was another to improve drastically, his handling problem having been solved by stopping the interference with the front suspension movement and steering caused by the anti-roll bar on the new car, although later he stopped when the vibration turned out to be a broken-loose rear brake caliper. Hailwood was unhappy about his handling and tyres, and at one point went down by the Tip Top bar sideways at high speed! Ickx appeared at the bottom of the time-sheets because he had disappeared from the circuit early on — he'd missed a gear at the lower Mirabeau and wrinkled the tub against the guardrail.

Both works Shadows disappeared about as early in practice, with identical mechanical failure: Oliver had done three laps, stopped to have his mixture richened, and luckily someone noticed the main support of the rear wing had fractured. Then, "seconds



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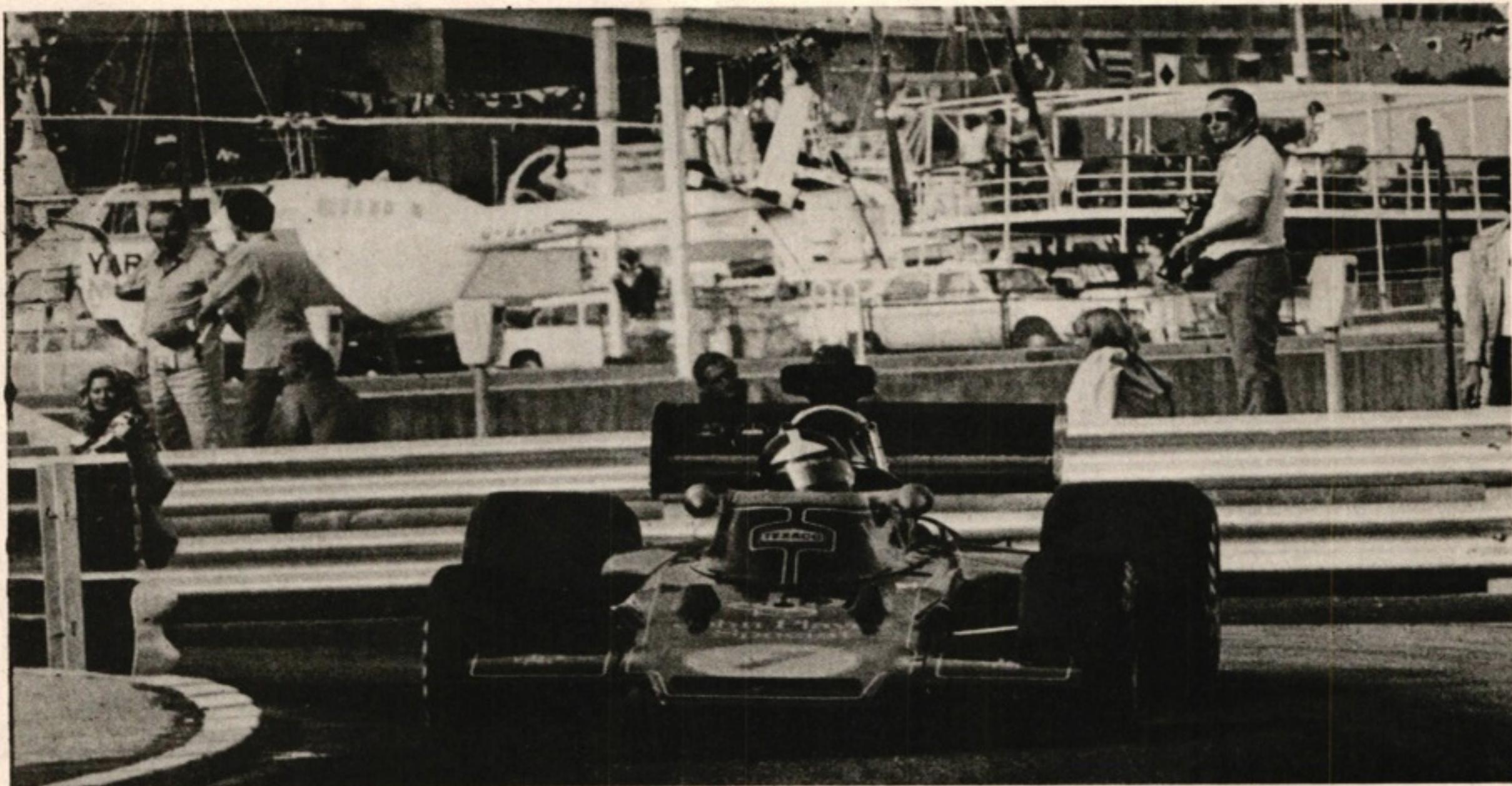
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Opposite lock slides by Emerson Fittipaldi around the new section highlighted the World Champion's drive into second place.

later," Follmer was approaching Ste Devote right in front of the pits when his rear wing broke completely free of the car, whirled high into the air, and fell the other side of the catch fence into the spectator stands on the left of the road — hard by the Royal box. By great good fortune no one was hit, but obviously there was a deal of consternation about it. The failure was attributed to the relocation of the aerofoils several inches to the rear, and the altered loadings on the supports. The three-car Brabham camp was even less happy, for all three engines had stopped. De Adamich's trouble was confined to the metering unit, but both Reutemann and Wilson Fittipaldi had blown up with finality. Amon quit with a probably broken piston, and Jarier's March broke a second halfshaft.

The last practice was late on Saturday afternoon, after two rather furious F3 heats had put a smear of grease all round the circuit. Times for the F1 cars were generally a second or more slower than on Friday, so in the circumstances it was astonishing to see Francois Cevert's 1 m 28.9 s which put him head and shoulders faster than anyone else. Even more commented upon, however, was Niki Lauda's remarkable second-best, just ahead of all the recognised aces in the same conditions. Peter Revson had his first day on the circuit — his first since his old F3 days a decade ago — and placed himself ninth best of the day. Many drivers had troubles of one sort and another, Peterson having second gear shatter early on, while engine trouble again hovered over the Brabham group. The Tecno had a water-hose clamp break, which brought the car to a halt in a cloud of steam — right at the feet of a rapid fire marshal who attacked Amon with a cloud of extinguisher powder! Jarier didn't break any halfshafts this time, but his engine refused to pull more than 9600 revs, while both Beuttler and Ganley stopped with U-joint failure.

Not long before the scheduled end was nasty trouble. Merzario was going around slowly on a fresh set of tyres, and Follmer came upon him partway up the hill to the Casino. Merzario said he saw the Shadow, and moved over for it. Follmer said he saw the Ferrari move over, and figured it was safe to pass. The Shadow was actually nearly by

when for whatever reason the two cars came together, tangled wheels, and went into the grandmother of all spins side to side up the road. The Shadow lost all four wheels before it was through and slid the last couple of hundred yards like a sled, the chassis crumpling up enough to make it a total write-off.

The Ferrari had much of its right side damaged including a bad wrinkle in the front of the tub. There was no fuel leakage, and neither driver was at all hurt, but pieces were strewn all over the road and it was a very unsettling accident.

People prepared that night for a race which was going to be extremely hard on drivers and cars, and especially on transmissions, that was probably going to be bitterly professional, that would very likely see only a few starters running properly, if at all, toward the end of 80 very tortuous laps. The tactics and strategies of the first half-dozen men would be interesting to watch.

The day could not have been more delightful. The sky was clean, the sun strong, and the wide richly blue Mediterranean was broken only by the brilliant white wakes of boats converging on the little harbour. The yachts already there were moored three and four deep, and from every mast fluttered cheery colours. Every deck was covered with people, as was every window and balcony in the town, and every rooftop, and every wall and hillside and street and grandstand and even every tree of any strength at all was jammed with milling hordes of good-spirited people, of a dozen nationalities. There was a Formula Renault race, and then a celebrity race, and then a resounding cheer went up as the Grand Prix cars were driven round the harbour from their paddock in the Avenue Princess Grace to the pits on the Quai Albert Premier. The savagery of the engine noise was delicious.

Half an hour was granted for untimed practice which, interestingly, Tyrrells, Lotuses and one or two other teams passed up. Those drivers who did go out completed only a few laps at a noticeably moderate pace. Everyone was keeping uppermost in mind the strains that would be

placed on every element of every machine. There was only one drama reported by anyone, when Reutemann said his third gear was jumping out of engagement; a look inside by the Brabham men revealed nothing amiss. Both McLarens had a last-minute change of ratios, for Hulme's engine, his third of the weekend, wasn't picking up out of the hairpins. Revson wasn't happy about his car's handling, and he was regretting having only 90 mins of practice. The trio of BRMs had been fitted with the 26-in tyres, and so was the Tecno — to make clearance for them on the flat-12 car some of the exhaust pipes had been partially closed with a hammer, which a glum Amon found "put about four cylinders to sleep." The track surface, the drivers reported, was slippery after the supporting races, but not as badly as it might have been.

RACE

Soon before the 3.30 starting time every one did their single reconnaissance lap and lined up under the trees before the Royal box. There was a long instant of shattering noise that filled the snug little Principality like a substance, and then the pent-up ferocity was released. From his second-row grid place Cevert made a lightning start — the manager of a rival team was highly suspicious of it — and just as did his brother-in-law last year he snatched away the lead going into Ste Devote corner and away up the hill. Stewart got off the line well, but during the burst in second gear his car lagged for an instant and other cars rushed by. Up below the Hermitage and by Rosie's they hurled, like some outrageous Chinese dragon running amok in the streets. The slalom through the Casino square, the furious spurt down to Mirabeau, the frantic scramble round the Station hairpin, the plunge down under the archway to the sea-front, the drag race through the new tunnel to the chicane, and as they all stormed out into the open again it was Cevert leading from Peterson, Regazzoni, Stewart and Fittipaldi, plus all the rest. They were not any distance apart at all after two kilometers of street racing, nor did they look

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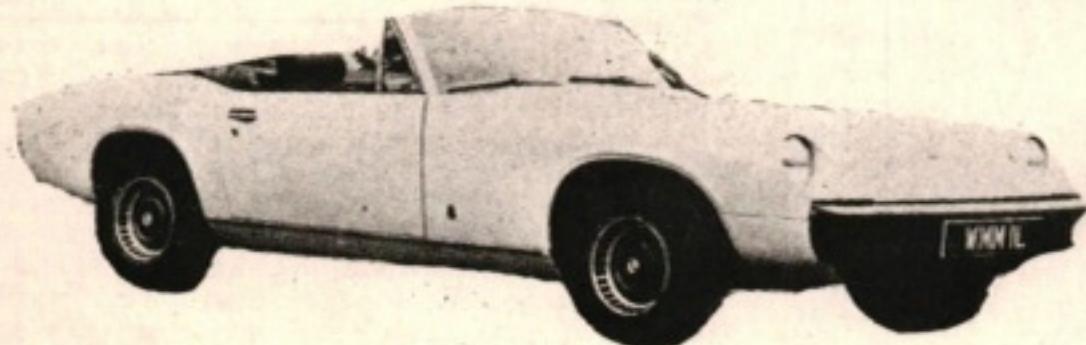


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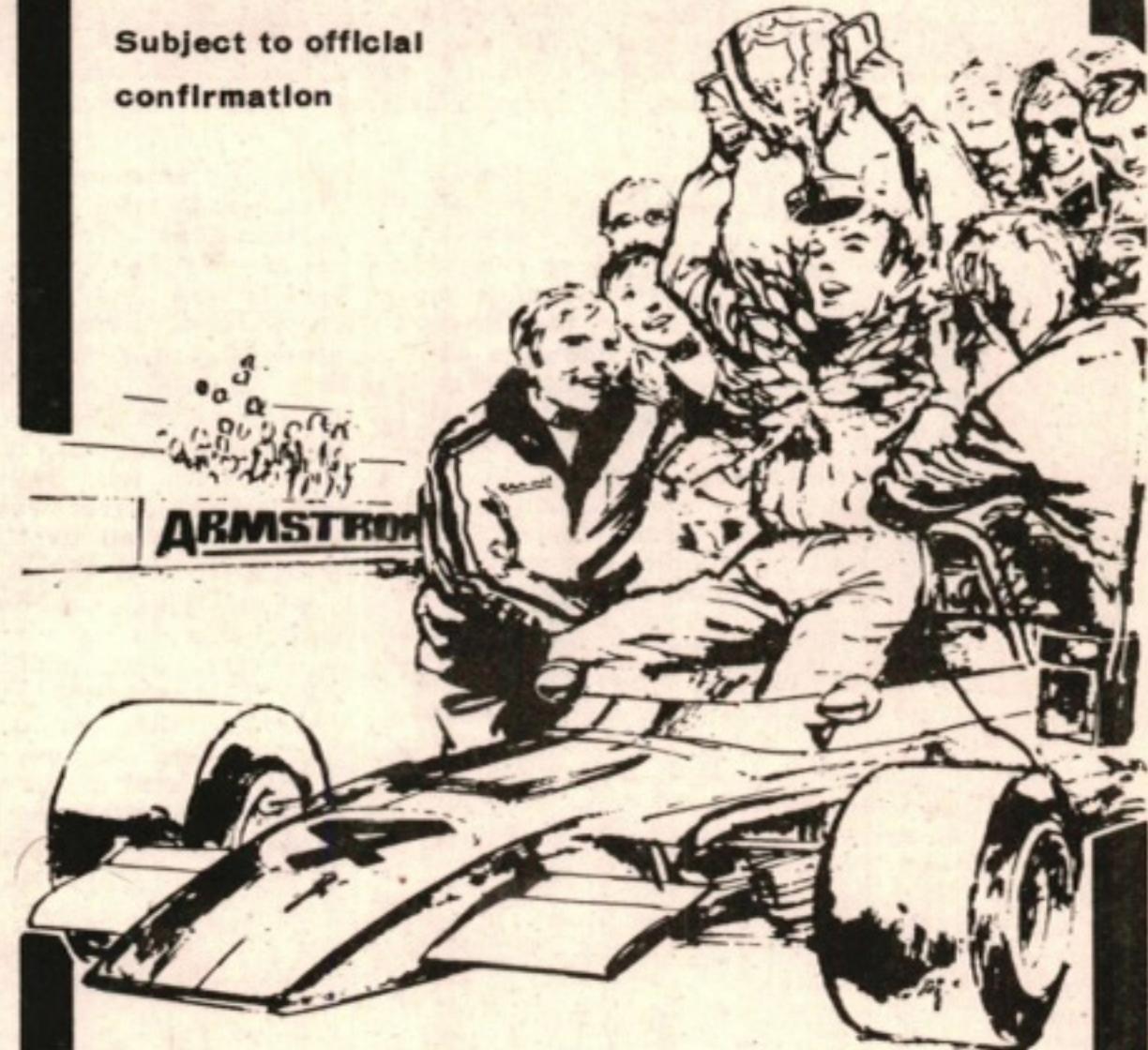
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Hulme chases third-placed Peterson round the swimming pool.

like breaking apart for another two dozen. Partway round the second lap Cevert spoilt his brilliant start by clipping a kerb, and he suddenly became an obstacle for the flow of the race as he struggled around to the pits on a flat tyre. His stop dropped him right to the very back of the dragon. Left leading was Peterson, and at the end of the lap he was actually all alone and going away from the rest, who were still being shown the way by Regazzoni. But as early as that Clay's brakes were going, and he was obviously holding the others up, for Ronnie was getting away at a ridiculous rate. After five laps the gap was over six secs, but next time round the BRM's brakes resolved the situation by failing altogether at the Chicane. Regazzoni was coming down on the inside line, protecting his place from Stewart, but instead of taking the swerve he went straight on across the Tyrrell's bows down the escape road. Clay's foot was right to the floor, through the floor, and the end of the short emergency alley was coming up at a terrific rate. By chucking himself sideways, just like a ski-jumper at the bottom of the hill, he got the BRM stopped right at the very edge of a shunt. It was a really fine piece of car-control, and even the stalwart Swiss needed a moment to realise he'd actually brought it off. (Everyone else at the scene had fled wildly!)

It was only after a lot of other cars had streamed by that he got back on the road to drive on to the pits. There his system was bled and he rejoined, but the fluid was apparently boiling merrily and after a few more laps he retired.

As the leaders carried on without him, they became immediately aware that the situation was still fluid. Peterson was in trouble. His fuel pressure was right off, his engine refusing to pull more than 9500, and it was reluctant to run at all at the hairpins. Within two laps Stewart had caught up all the long gap and taken over the lead. Quickly Ronnie learnt how to best cope with his engine's foibles, but four more cars went by anyway, and it looked like another bright Peterson promise was turning to rust in his hands.

That turned the Monaco GP into the two-man dice it would remain until the end. Stewart continued to pull away from Fittipaldi until the cushion between them was some 3 s, and from that distance he controlled the race with his mirrors. The progress of the Tyrrell through the streets was brisk but neat, while the JPS was twitching from kerb to kerb on opposite lock to keep up. Emerson was doing all the hard work he could, but Jackie had the measure of anything he could manage.

Meanwhile, back in the pack, there was a

lot of hard-core motor racing going on. Niki Lauda had taken over the BRM effort and was keeping just ahead of Ickx's Ferrari, who had a very remarkable Wilson Fittipaldi glued right up under his wing. After a space broken only by the very unhappy Ronnie Peterson, Denny Hulme was leading a long scrabble involving Howden Ganley, Chris Amon, Jean-Pierre Beltoise, Mike Hailwood, and several others; this was exactly the sort of tight, bitter race that this tight little circuit should produce. Until, of course, it began to produce mechanical failures.

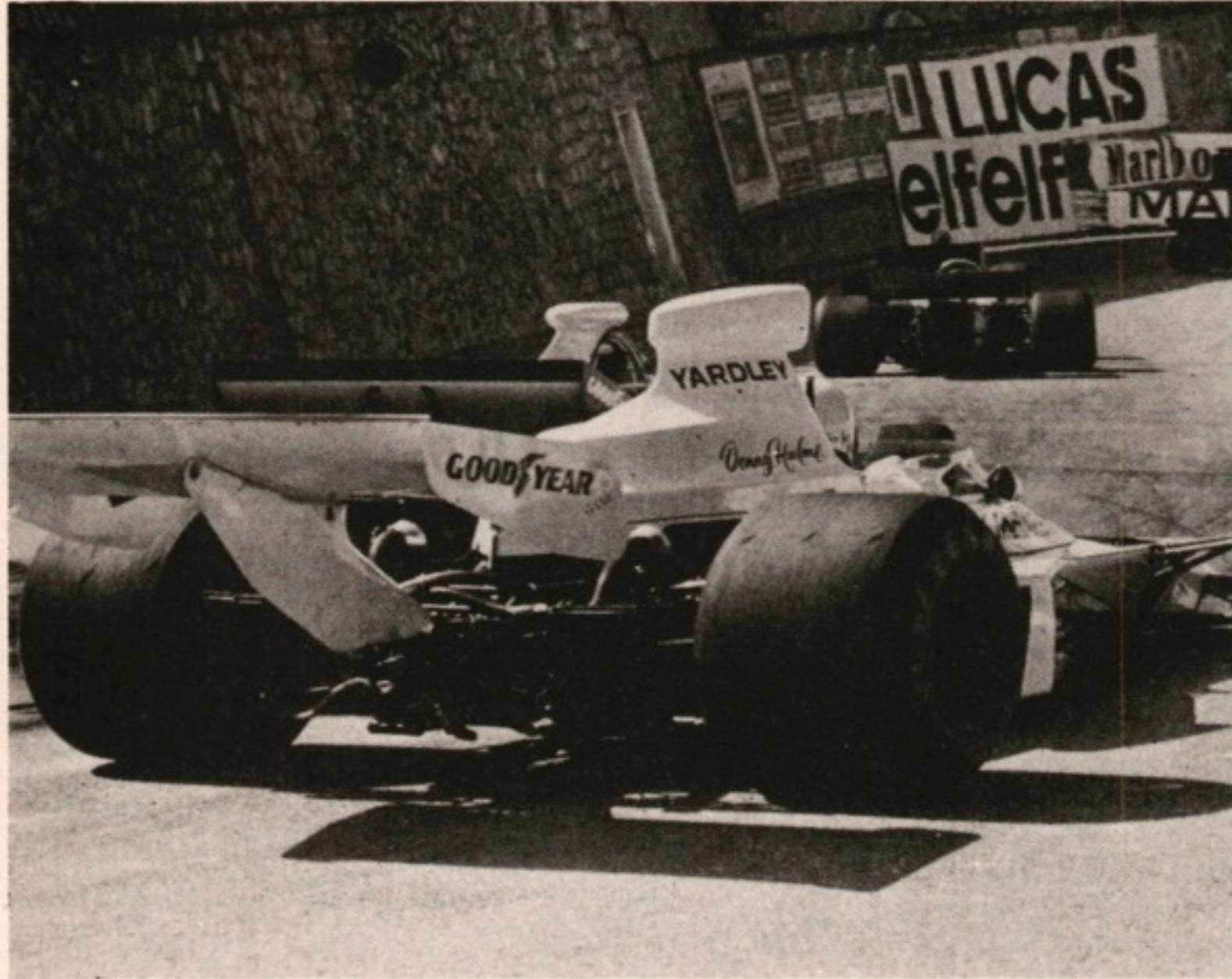
The toll of retirements grew long, each entry on the list a terse shorthand report of a highly dramatic moment. Amon's car was overheating in another cloud of steam, but it was also involved in a two-cars-into-one-slot incident at Tabac which produced a thump into the barrier, and a visit to the pits — backwards through the nominal pits exit — to replace a flat front tyre. Lauda's magnificent drive, which earned him just under half of the votes for the Siffert award, ended at the Station in a broken gearbox. Ganley's good show finished with a sheared halfshaft, as did teammate Galli's effort. Pace had been involved with Amon and his teammate Hailwood, but a halfshaft failed as well; Mike-the-former-Bike carried on in the absence of these two but it was a heroic struggle, for he didn't have any brakes, and didn't have more than a bit of gearlever — it broke off in his hand, leaving too little leverage to allow him to get bottom gear any more. He stopped at one point for another front tyre, and not once, but twice, he biffed a guardrail. Beltoise on his 18th lap bounced over the kerbing at the chicane and flew into the air; on his 19th lap he bounced over the kerbing at the Chicane and flew into the air and careered into the guardrail coming out; on his 20th lap he drove very carefully through the Chicane; twenty laps later, as he performed the long fast left-right through the Casino the BRM suddenly seemed to jump sideways at the exit, swiped the guardrail, and careened all the way down the steep hill to Mirabeau where it stuffed itself into the rail again and burst briefly into flames. Jean-Pierre wasn't hurt; he said he thought something had broken.

It went on. Ickx vanished, neither the car nor himself coming round for the 45th lap. He must have gone straight back to his hotel, and it wasn't until after the race was over that the Ferrari men driving round the circuit came upon the machine and found a halfshaft broken into halves. That left the dispute over third place to Emerson's brother, which looked like being a fine reward for a startlingly good drive. (Stirling Moss, watching at the Casino, remarked that even in practice he'd noticed that Wilson "had found the smoothest way over the bump there.") Alas, alas, alas. The Brabham's fuel system wasn't picking up properly — the pump location had been changed for this race to avoid a vibration problem — and since early in the race the engine had been intermittently cutting out. Just eight laps from the end, third place threatened now by Peterson, Wilson went by the pits with the engine stumbling and his helmet jerking back and forth urging it to carry on. It did carry on, just a hundred yards short of one more lap, whereupon it died completely at the Gasometer plaza. As he strode on into the pits, his bearing warning everyone that he didn't want any sympathy just yet, the crowd in the grandstand rose as one and gave him an ovation instead. The journalists on the Marlboro panel voted him the Siffert award.

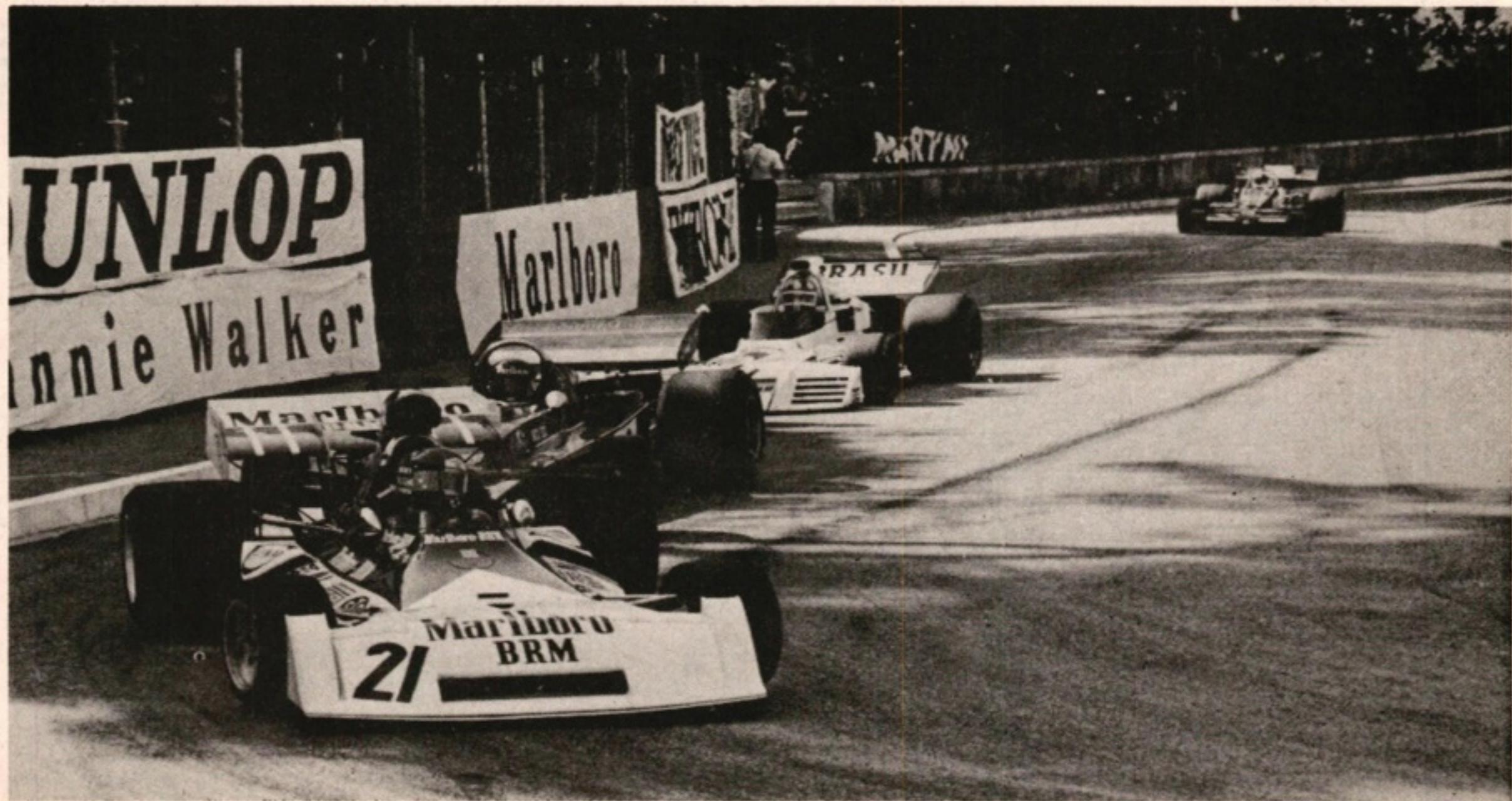
Who to vote for must have been more difficult than usual, for there were a lot of good drivers in this rough, nasty race. David Purley was going well in his first F1 event, but stopped when the fuel collector pot split a seam. The other rookie James Hunt was in the thick of things for half the race, but admitted frankly that he began to tire and was thinking wistfully of giving up when his engine decided the issue by

dropping a valve. Jackie Oliver had gotten involved with traffic on the first lap, which bent a nose fin and cut his cornering speeds through the rest of the race, but the new Shadow kept going right to the end and brought him his first finish of the year. The other Shadow was also going slowly through the corners, and after several pit stops for investigation, and a new tyre, it was discovered that a radius rod chassis mount was buckling and letting the left rear wheel move forward; when it had moved

some three or four inches Hill retired. Hulme's engine was never right, and he dropped away from the battle for two laps when a bolt came out of his gear linkage. Cevert persevered after his tyre stop, tucked in behind his team-mate towards the end, which helped him get through traffic as everyone moved over for the one Tyrrell and let the second one through without realising it! His reward was fourth overall by the end, a gain of 21 places from his position at the end of the second lap.



Hulme relinquishes a place to the rapid Wilson Fittipaldi who squeezes by on the inside (above). The impressive Niki Lauda holds off Ickx, Wilson and, farther back, Amon (below).



Toward the end, however, he had two separate nasty moments at the Chicane and dropped away from his team-mate.

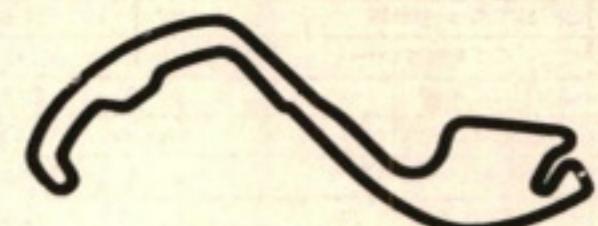
Emerson Fittipaldi's deficiency to Stewart increased seriously at about the time he was lapping Revson, and until nearly the end, despite unrelenting twitches and slides and at least one biff into the rail at Tabac, the gap was a more or less steady 11 to 12 s. Then suddenly, with only half a dozen laps to go, the gap was shortening. The JPS caught the Cevert Tyrrell and passed it and closed on the leading one. That brought everyone in the city to smart attention. What was happening? The differential shrank dramatically: 5.8 s, 4.6 s, 3.6 s. One lap to go and a wave of standing spectators preceeded the pair all round the last lap. Into sight below the pits they came, and the gap was less than two seconds. Into the final hairpin and its was 1.5 s, and up onto the final straight and across under the chequered flag and it was 1.3 s. Wow! What a way to finish a race — and on that last lap Emerson had done the best time of the day at 1 m 28.1 s.

As Jackie slowed down on the cool-off lap, and began to remove his gloves, Emerson drove up alongside to extend his congratulations — and the two cars touched. The JPS spun through a full 360 degrees and broke two wheels! They came up together again at the last turn and paused for a moment side by side at the entrance to the pits, the two top men in Grand Prix racing today exchanging animated communications in sign language, before splitting off to drive up the separate sides of the dividing island. The one went to his third audience with the Prince and Princess, the other in to reflect that his Championship lead is now but four points.

What had gone wrong with the Tyrrell at the end? Not a thing, said a cool, relaxed, deeply happy Jackie Stewart. "It's just that it would have been a stupid time to have anything go wrong so I eased off as much as I could." A final pinch of salt for the wound — something the watching Fangio, who only scored 24 GP wins, used to be able to do.

RACE MONACO GRAND PRIX

DATE AND CIRCUIT	JUNE 3, 1973. MONTE CARLO		WEATHER	HOT SUN. DRY.
LENGTH	78 laps of 2.037 miles. 158.87 miles			
CATEGORY	FORMULA 1. WORLD CHAMPIONSHIP ROUND 6.			
NO. OF STARTERS	25	FINISHERS	9	
WINNER	J. STEWART	in TYRRELL-FORD	av. speed	80.96 mph.
FASTEST LAP	E. FITTIPALDI	in JPS-FORD 72D no. 1	on lap 78 in 1 min. 28.1 sec.	83.23 mph.
EXISTING LAP RECORD (OLD CIRCUIT)	J. STEWART	in TYRRELL-FORD	in 1 min. 22.2 sec.	85.59 mph.
PREVIOUS YEARS RESULT	J.-P. BELTOISE	in BRM P 160 B	at	63.85 mph.



ENTRIES

NO.	DRIVER	CAR	ENTRANT	FUEL OIL	TYRES	CHASSIS	ENGINE	REMARKS
1	E. FITTIPALDI	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEXACO HAVOLINE	GOOD	72D-7	DFV 115	RACE CAR
1T	E. FITTIPALDI	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEXACO HAVOLINE	GOOD	72D-5	DFV 101	
2	R. PETERSON	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEXACO HAVOLINE	GOOD	72D-6	DFV 118	
3	J. ICKX	FERRARI 312 B3	S.P.A. FERRARI S.E.F.A.C.	SHELL SHELL	GOOD	312 B3 010	Type 312 B	
4	A. MERZARIO	FERRARI 312 B3	S.P.A. FERRARI S.E.F.A.C.	SHELL SHELL	GOOD	312 B3 011	Type 312 B	PRACTISED BY ICKX AS AT
5	J. STEWART	TYRRELL-FORD	ELF TEAM TYRRELL	ELF ELF	GOOD 006/2	DFV 139	DFV 131	RACE CAR.
5T	J. STEWART	TYRRELL-FORD	ELF TEAM TYRRELL	ELF ELF	GOOD 005	DFV 131		
6	F. CEVERT	TYRRELL-FORD	ELF TEAM TYRRELL	ELF ELF	GOOD 006	DFV 091		
7	D. HULME	MCLAREN-FORD M23	YARDLEY TEAM MCLAREN	GULF GULF	GOOD	M23-1	DFV 072	RACE CAR.
7T	D. HULME	MCLAREN-FORD M23	YARDLEY TEAM MCLAREN	GULF GULF	GOOD	M23-3	DFV 096	
8	P. REVSON	MCLAREN-FORD M23	YARDLEY TEAM MCLAREN	GULF GULF	GOOD	M23-2	DFV 099	
9	A. DE ADAMICH	BRABHAM-FORD BT 37	CERAMICA PAGNOSSIN - TEAM MRD	FINA FINA	GOOD	BT 37-2	DFV 113	
10	C. REUTEMANN	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	YPP YPP	GOOD	BT 42-3	DFV 092	
11	W. FITTIPALDI	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	FINA FINA	GOOD	BT 42-2	DFV 107	
12	G. HILL	EMBASSY-SHADOW DNI	EMBASSY RACING	ESSO ESSO	GOOD	DNI-3A	DFV 109	
14	J.-P. JARIER	MARCH-FORD 721 G	STP-MARCH	- STP	GOOD	721G-4	DFV 119	
15	M. BEUTTLER	MARCH-FORD 721 G	CLARKE-MORDAUNT-GLITHRIE-DURLACHER	SHELL SHELL	GOOD	721G-2	DFV 064	
16	G. FOLLMER	UOP-SHADOW-FORD DNI	UOP SHADOW RACING TEAM	UOP SHELL	GOOD	DNI-2A	DFV 124	ACCIDENT IN SAT. PRACTICE
17	J. OLIVER	UOP-SHADOW-FORD DNI	UOP SHADOW RACING TEAM	UOP SHELL	GOOD	DNI-4A	DFV 126	
18	D. PURLEY	MARCH-FORD 731	LEC REFRIGERATION LTD.	- -	FIRE	731-1	DFV 927	
19	C. REGAZZONI	BRM P 160 E	MARLBORO-BRM	BP BP	FIRE	P 160E-07	142-018	RACE CAR.
19T	C. REGAZZONI	BRM P 160 E	MARLBORO-BRM	BP BP	FIRE	P 160E-05	142-001	ALSO PRACTISED BY LAUDA AS 21T
20	J.-P. BELTOISE	BRM P 160 E	MARLBORO-BRM	BP BP	FIRE	P 160E-03	142-015	
21	N. LAUDA	BRM P 160 E	MARLBORO-BRM	BP BP	FIRE	P 160E-08	142-004	
22	C. AMON	MARTINI-TECNO PA123	MARTINI RACING	- CASTROL	FIRE	PA 123/6	P-001	INTERIM CHASSIS
23	M. HAILWOOD	SURTEES-FINA TS 14 A	BROOKE BOND OXO-ROB WALKER-TEAM SURTEES	FINA FINA	FIRE	TS 14A-04	DFV 068	
24	C. PACE	SURTEES-FINA TS 14 A	BROOKE BOND OXO-TEAM SURTEES	FINA FINA	FIRE	TS 14A-05	DFV 123	RACE CAR.
24T	C. PACE	SURTEES-FINA TS 14 A	BROOKE BOND OXO-TEAM SURTEES	FINA FINA	FIRE	TS 14A-03	DFV 062	
25	H. GANLEY	ISO-MARLBORO IR	FRANK WILLIAMS RACING CARS	FINA FINA	FIRE	IR-02	DFV 103	
26	N. GALLI	ISO-MARLBORO IR	FRANK WILLIAMS RACING CARS	FINA FINA	FIRE	IR-01	DFV 067	
27	J. HUNT	MARCH-FORD 731	HESKETH RACING	- DUNHAMS	FIRE	731-3	DFV 142	

RESULTS

POS. NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS.
1	J. STEWART	TYRRELL-FORD	78	1h. 57m. 44.3s.	80.96 mph.	LOCK	FER	ARM-F KONI-R	HEW FG 400A	MOTORCRAFT	LUCAS
2	E. FITTIPALDI	JPS-FORD 72D	78	1h. 57m. 45.6s.		GIRL	FER	KONI	HEW FG 400A	CHAMPION	LUCAS
3	R. PETERSON	JPS-FORD 72D	77			GIRL	FER	KONI	HEW FG 400A	CHAMPION	LUCAS
4	F. CEVERT	TYRRELL-FORD	77			LOCK	FER	KONI	HEW FG 400A	MOTORCRAFT	LUCAS
5	P. REVSON	MCLAREN-FORD M23	76			LOCK	FER	KONI	HEW FG 400A	CHAMPION	LUCAS
6	D. HULME	MCLAREN-FORD M23	76			LOCK	FER	KONI	HEW FG 400A	CHAMPION	LUCAS
7	A. DE ADAMICH	BRABHAM-FORD BT 37	75			GIRL	FER	KONI	HEW FL 400	CHAMPION	LUCAS
8	M. HAILWOOD	SURTEES-FINA TS 14 A	75			LOCK	FER	KONI	HEW FG 400A	MOTORCRAFT	LUCAS
9	J. HUNT	MARCH-FORD 731	73	NOT RUNNING AT FINISH		GIRL	FER	KONI	HEW FG 400	MOTORCRAFT	LUCAS
10	J. OLIVER	UOP-SHADOW-FORD DNI	72			LOCK	FER	ARM	HEW FG 400A	CHAMPION	LUCAS

RETIREMENTS

NO.	DRIVER	CAR	LAP	REASON
15	M. BEUTTLER	MARCH-FORD 721 G	4	ENGINE BLOW-UP.
19	C. REGAZZONI	BRM P 160 E	16	BOILING BRAKE FLUID
22	C. AMON	MARTINI-TECNO PA123	23	OVERHEATING.
21	N. LAUDA	BRM P 160 E	25	GEARBOX
26	N. GALLI	ISO-MARLBORO IR	31	DRIVE SHAFT FAILURE
24	C. PACE	SURTEES-FINA TS 14 A	31	DRIVE SHAFT FAILURE
18	D. PURLEY	MARCH-FORD 731	32	SPLIT IN COLLECTOR TANK.
20	J.-P. BELTOISE	BRM P 160 E	40	ACCIDENT
25	H. GANLEY	ISO-MARLBORO IR	41	DRIVE SHAFT FAILURE.
3	J. ICKX	FERRARI 312 B3	45	DRIVE SHAFT FAILURE.
10	C. REUTEMANN	BRABHAM-FORD BT 42	47	GEARBOX
4	A. MERZARIO	FERRARI 312 B3	59	OIL PRESSURE
12	G. HILL	EMBASSY-SHADOW DNI	63	REAR SUSPENSION FAILURE
14	J.-P. JARIER	MARCH-FORD 721 G	68	GEARBOX.
11	W. FITTIPALDI	BRABHAM-FORD BT 42	72	FUEL SYSTEM.
27	J. HUNT	MARCH-FORD 731	73	ENGINE BLOW-UP.

CHAMPIONSHIP POINTS

E. FITTIPALDI	41	R. PETERSON	4
J. STEWART	37	A. DE ADAMICH	3
F. CEVERT	21	J.-P. BELTOISE	2
P. REVSON	11	N. LAUDA	2
D. HULME	10	W. FITTIPALDI	1
A. MERZARIO	6	C. REGAZZONI	1
G. FOLLMER	5	C. AMON	1
J. ICKX	5		

PRACTICE 1 DATE <small>THURS 31 MAY</small>		WEATHER	WARM. DRY	PRACTICE 2 DATE <small>FRI 1 JUNE</small>		WEATHER	WARM. DRY	PRACTICE 3 DATE <small>SAT 2 JUNE</small>		WEATHER	WARM. DRY
NO.	DRIVER		TIME	NO.	DRIVER		TIME	NO.	DRIVER		TIME
5	J. STEWART		1m. 28.5s.	5	J. STEWART		1m. 27.5s.	6	F. CEVERT		1m. 27.9s.
2	R. PETERSON		1m. 28.8s.	2	R. PETERSON		1m. 27.7s.	21	N. LAUDA		1m. 28.5s.
3	J. ICKX		1m. 29.3s.	7	D. HULME		1m. 27.8s.	5	J. STEWART		1m. 28.6s.
6	F. CEVERT		1m. 29.8s.	1	E. FITTIPALDI		1m. 28.1s.	3	J. ICKX		1m. 28.7s.
23	M. HAILWOOD		1m. 30.1s.	6	F. CEVERT		1m. 28.3s.	1	E. FITTIPALDI		1m. 28.9s.
4	A. MERZARIO		1m. 30.5s.	21	N. LAUDA		1m. 28.7s.	19	C. REGAZZONI (07)		1m. 28.9s.
20	J.-P. BELTOISE		1m. 30.5s.	25	H. GANLEY		1m. 29.0s.	11	W. FITTIPALDI		1m. 28.9s.
25	H. GANLEY		1m. 30.6s.	20	J.-P. BELTOISE		1m. 29.1s.	20	J.-P. BELTOISE		1m. 29.0s.
16	G. FOLLMER		1m. 30.9s.	22	C. AMON		1m. 29.3s.	8	P. REVSON		1m. 29.4s.
22	C. AMON		1m. 31.0s.	23	M. HAILWOOD		1m. 29.4s.	14	J.-P. JARIER		1m. 29.4s.
19	C. REGAZZONI		1m. 31.2s.	24	C. PACE		1m. 29.6s.	4	A. MERZARIO		1m. 29.5s.
11	W. FITTIPALDI		1m. 31.5s.	4	A. MERZARIO		1m. 29.8s.	25	H. GANLEY		1m. 29.7s.
14	J.-P. JARIER		1m. 31.7s.	19	C. REGAZZONI (05)		1m. 29.9s.	27	J. HUNT		1m. 29.9s.
1	E. FITTIPALDI		1m. 31.9s.	14	J.-P. JARIER		1m. 30.0s.	7	D. HULME		1m. 30.0s.
10	C. REUTEMANN		1m. 31.9s.	17	E. FITTIPALDI		1m. 30.2s.	10	C. REUTEMANN		1m. 30.1s.
15	M. BEUTTLER		1m. 32.1s.	11	W. FITTIPALDI		1m. 30.8s.	5T	J. STEWART		1m. 30.1s.
7	D. HULME		1m. 32.3s.	15	M. BEUTTLER		1m. 31.0s.	16	G. FOLLMER		1m. 30.4s.
21T	N. LAUDA (05)		1m. 32.3s.	19T	C. REGAZZONI (07)		1m. 31.0s.	22	C. AMON		1m. 30.6s.
9	A. DE ADAMICH		1m. 32.3s.	27	J. HUNT		1m. 31.1s.	24	C. PACE		1m. 30.6s.
27	J. HUNT		1m. 33.2s.	4T	J. ICKX (011)		1m. 31.4s.	23	M. HAILWOOD		1m. 30.7s.
24	C. PACE		1m. 33.4s.	26	N. GALLI		1m. 31.7s.	26	N. GALLI		1m. 31.1s.
7T	D. HULME		1m. 33.8s.	10	C. REUTEMANN		1m. 31.8s.	17	J. OLIVER		1m. 31.2s.
12	G. HILL		1m. 34.0s.	12	G. HILL		1m. 32.2s.	15	M. BEUTTLER		1m. 31.7s.
26	N. GALLI		1m. 34.0s.	16	G. FOLLMER		1m. 33.1s.	12	G. HILL		1m. 31.9s.
5T	J. STEWART		1m. 34.9s.	17	J. OLIVER		1m. 34.8s.	18	D. PURLEY		1m. 31.9s.
18	D. PURLEY		1m. 35.9s.	18	D. PURLEY		1m. 36.7s.	9	A. DE ADAMICH		1m. 32.1s.
17	J. OLIVER		1m. 36.7s.	3	J. ICKX		1m. 40.0s.	1T	E. FITTIPALDI		1m. 34.4s.
1T	E. FITTIPALDI		1m. 37.7s.					2	R. PETERSON		1m. 35.2s.
21	N. LAUDA		2m. 16.2s.					19T	C. REGAZZONI (05)		1m. 44.7s.

LAP CHART

STARTING GRID

5 J. STEWART TYRRELL-FORD 1m. 27.5s.	2 R. PETERSON JPS-FORD 1m. 27.7s.
7 D. HULME MCLAREN-FORD 1m. 27.8s.	6 F. CEVERT TYRRELL-FORD 1m. 27.9s.
1 E. FITTIPALDI JPS-FORD 1m. 28.1s.	21 N. LAUDA BRM 1m. 28.5s.
3 J. ICKX FERRARI 1m. 28.7s.	19 C. REGAZZONI BRM 1m. 28.9s.
11 W. FITTIPALDI BRABHAM-FORD 1m. 28.9s.	25 H. GANLEY ISO-MARLBORO 1m. 29.0s.
20 J. P. BELTOISE BRM 1m. 29.0s.	22 C. AMON MARTINI-TECHNO 1m. 29.3s.
23 M. HAILWOOD SURTEES-FINA 1m. 29.4s.	14 J. P. JARIER MARCH-FORD 1m. 29.4s.
8 P. REVSON MCLAREN-FORD 1m. 29.4s.	4 A. MERZARIO FERRARI 1m. 29.5s.
24 C. PACE SURTEES-FINA 1m. 29.6s.	27 J. HUNT MARCH-FORD 1m. 29.9s.
10 C. REUTEMANN BRABHAM-FORD 1m. 30.1s.	16 G. FOLLMER UOP-SHADOW-FORD 1m. 30.4s.
15 M. BEUTTLER MARCH-FORD 1m. 31.0s.	26 N. GALLI ISO-MARLBORO 1m. 31.1s.
17 J. OLIVER UOP-SHADOW-FORD 1m. 31.2s.	18 D. PURLEY MARCH-FORD 1m. 31.9s.
12 G. HILL EMBASSY-SHADOW 1m. 31.9s.	19 A. DE ADAMICH BRABHAM-FORD 1m. 32.1s.





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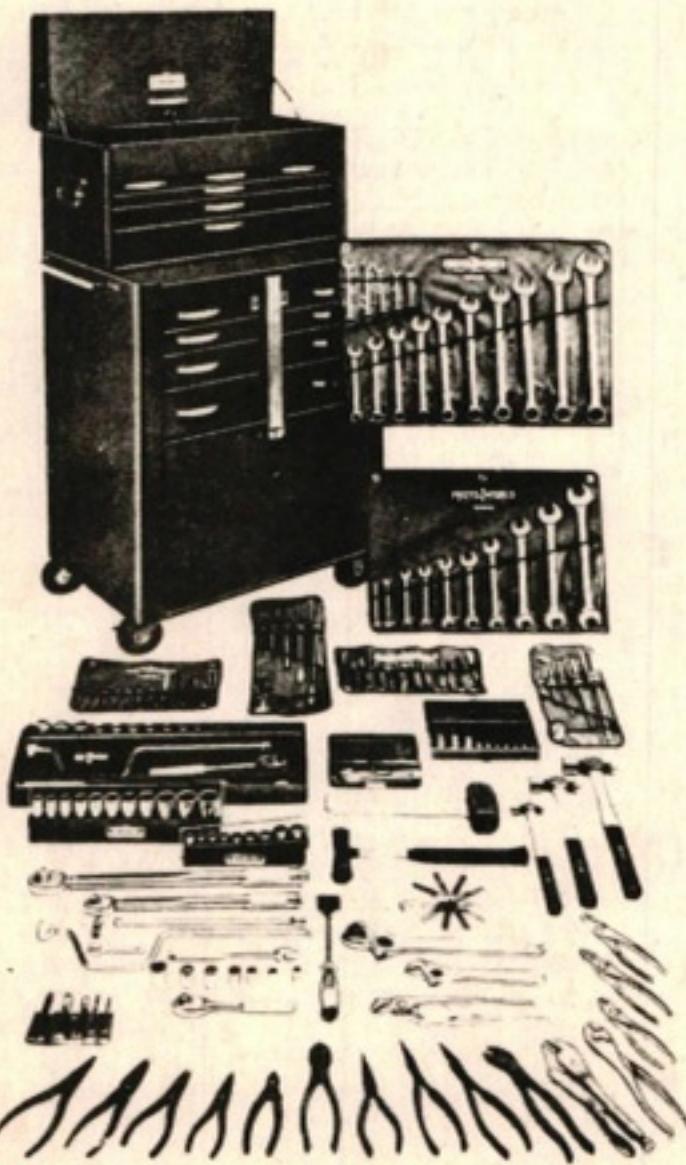
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Serpaggi chases home Laffite's Martini; Magee's excellent third

By ROBERT FEARNALL

Jacques Laffite—winner of the Formula Renault race at Monaco last year—drove a masterful and unflustered race at Monaco last Saturday to win the 15th Grand Prix Monaco Formula 3 race in the immaculate BP France Martini-Holbay Mk 12. Laffite dominated his heat and held off a very strong challenge from Michel Leclerc's works Alpine Renault before Leclerc bumped the Martini which eventually put the Alpine out of the race but did not affect Laffite. Alain Serpaggi brought some consolation to the Alpine Renault team for he was sixth on the first lap, eventually got himself up to second, and then he cracked the Alpine round the circuit in fabulous style to finish less than 2 s behind the victorious Martini. Damien Magee's Brabham BT41 fought off a three car battle to finish an excellent third in the final after Gunnar Nordstrom's hairily-driven GRD was disqualified for a leaking airbox, but no other British driver finished the race, most of them not surviving the heats in what almost became a "desolation derby" with the number of shunted cars—luckily no one was injured. The lap record for the new Monaco circuit with its ridiculous mickey-mouse effort behind the pits, now stands to Conny Andersson's March in 1 m 36.6 s.

ENTRY AND PRACTICE

The Monaco Formula 3 race is such a prestigious event that the best Formula 3 drivers in the world come to Monaco to race on this most demanding circuit with the knowledge that only 20 of the 82 entries reach the final to earn some reward for their efforts. With prize money being paid in the final only and no starting money or expenses being paid, it's an expensive weekend for most of the competitors. But if one does well at Monaco, then all the efforts are worthwhile.

The vast entry was divided into two and each group had two 40 m sessions with the 27-year-old talented Frenchman Michel Leclerc emerging a clear fastest overall from Friday's early morning practice with the works Alpine Renault A364. Leclerc's and the Alpine of team-mate Alain Serpaggi had their tracks widened by about 1 inch the addition being made at the end of the wishbone and the two drivers were delighted with the much-improved handling. It looked it too, as Leclerc was clearly the fastest through the tight complex behind the pits—his time of 1 m 36.4 s was only 4 s off the Formula 1 qualifiers. Another very successful French Formula 3 driver this year, Jacques Laffite was 1.1 s off the Alpine's team leader but the second session times on Friday were generally slower as oil was dropped. If any problems struck Laffite's smart BP Martini-Holbay Mk 12 or team-mate Jean-Pierre Paoli's identical car, a complete spare car was on hand. Completing a French hat-trick at the top on practice was Bernard Beguin who relies on Shell France backing for his red Martini-Holbay Mk 12 which recorded 1 m 37.7 s. Much doubt was expressed at the time given to fourth fastest man Italian Claudio Francisci whose Scuderia Mirabella Brabham-Novamotor BT41 was credited with 1 m 37.9 s although not even his team got him below the 1 m 40 s mark! Japan's Formula 3 ace Masami Kuwashima was proving most spectacular at the wheel of his Reynstan March-Holbay 733 and in between some spins recorded 1 m 38 s until his second session was brought to a sudden halt against the harbour wall, with quite considerable damage which was repaired for the heat, except for the kinked tub.

Sharing that time with Kuwashima was Cowangie kid Larry Perkins, who caused quite a stir on Thursday by being fastest overall and the bespectacled Australian's further improvement on Friday gave him sixth best time. Perkins, who prepares the Novamotor engines used in his ex-Alan Jones GRD 372, spent the previous week testing at Magny Cours and the combination of the repositioning of the rear wing, the gas-filled De-carbon shockers and his rapid driving was paying dividends around this circuit. Christian Ethuin's Motul-La Defense Mondiale Martini-Vegantune Mk 12 was repaired after a shunt

Pictures by PETER BURN

at Ste Devote on Thursday, and his Friday's time of 1 m 38.1 s was equalled by Tony Brise whose Kent Messenger GRD-Holbay 373 was having handling problems, caused through components used from his 372 on this year's car not matching. After a correction was made Conny Andersson was also given this time, the Swede hoping for a repeat of his Oulton win in the immaculate Geka's Klester March-Novamotor 733.

Just 0.1 s behind came Alan Jones—leader of the John Player Formula 3 Championship—with Denys Dobbie's immaculate Dart Racing GRD-Vegantune 373; Jones only had part of the second session to do his quick time as a slow Tecno forced him in to the kerb at the Casino and broke a wheel. The second Alpine of Serpaggi was next best on 1 m 38.3 s, his car being hurriedly repaired after being involved in Thursday's Ste Devote incident. Gunner Nordstrom's colourful Karlsons Klister GRD-Holbay 373 from Sweden and Swiss driver Bruno Pescia in his Trivellato March-Novamotor 733 shared the next best time of 1 m 38.4 s, 0.2 s better than Jurg Dubler whose Brabham-Novamotor BT35 seemed well suited to the circuit. The second BP Martini-Holbay Mk 12 of Paoli managed 1 m 38.8 s, this very rapid young French driver recording his quickest time in Thursday's practice. Sharing 1 m 38.8 s with him was 26-year-old Italian Alberto Colombo whose Timex-backed Brabham-Novamotor BT41 was 0.1 s quicker than five cars comprising Carlo Giorgio (Trivellato March-Novamotor 733), Jean Max (Motul-La Defense Mondiale Martini-Vegantune Mk 12), Leonel Freidrich (March-Holbay 733), Hakan Dahlqvist (Karlsons Klister Merlyn-Vegantune Mk 22) and Russell Wood (Chequered Flag March-Novamotor 733). Of that bunch, Giorgio—who did the time first—is currently leading the Italian F3 Championship with the 25-year-old former motor-cyclist having won three of the rounds. Jean Max had a very large accident at Portier which removed the left hand side of the car and him from the race, while Dahlqvist was removed from the race by the officials when he was disqualified for ignoring the black flag which was shown for dropping oil. Brazilian Freidrich in his Pete Bloore Racing March quite enjoyed the circuit despite doing a bit of kerb bashing on Thursday and Pete Bloore's other car for Russell Wood damaged a nose in an accident on Thursday.

Heading the 1 m 39 s bracket was Ian Taylor whose March-Holbay 733 entered by Chris Andrews recorded 1 m 39.1 s. Taylor's attempts to reduce that time in the second session were hindered when the limited slip failed. Lucien Guitteny's Alpine Renault only did the Friday session to manage 1 m 39.3 s, a time equalled by Italian Lorenzo Sassi whose Jolly Club Ensign LNF3/F3 used an Autodelta-prepared engine. Another Italian Guadenzio Mantova was 0.1 s adrift of these with his Lotus-Novamotor 69 with Damien

Magee's Brabham-Novamotor BT41 entered by Monkey Brown, and Barrie Maskell's Competition Car supported, new MRE-Holbay sharing 1 m 39.5 s. Randy Lewis' Brabham-Novamotor BT41 was wearing a high-tailed vented engine cover as on Claudio Francisci's car and Lewis emerged next best on 1 m 39.6 s with Francisci farther down the list with his Brabham-Novamotor BT41 on 1 m 40.3 s. Another Italian Brabham-Novamotor BT41 came next, this one driven by Alessandro Pesenti Rossi who recorded 1 m 39.7 s, a time equalled by Torsten Palm's Brabham-Novamotor BT35. Italian girl Lella Lombardi used her Brabham-Novamotor BT41 to good effect to clock 1 m 39.8 s with Bob Evans right behind in the Alan McKechnie March-Vegantune 723, which was updated to 733 spec at the circuit. Evans who was only making this one diversion into F3 this year was unhappy about the handling of the STP supported car, but was most pleased about new Goodyear tyres he was using. Evans' 1 m 39.9 s was equalled by Mexican Johnny Gerber whose Goodyear-shod Ippokampos Brabham-Vegantune BT41 was being carefully conducted.

The remaining qualifiers for the 48 places in the heats were as follows:

Ulf Svensson (Brabham-Holbay BT41), 1 m 40 s; Claudio Francisci (Brabham-Novamotor BT41), 1 m 40.3 s; Roelof Wunderink (Ensign-Vegantune LNF3/F3), 1 m 40.3 s; Mike Wilds (Ensign-Holbay LNF3/F3), 1 m 40.6 s; Jac Nelleman (Ensign-Vegantune 372), 1 m 40.8 s; Paolo Bozzetto (March-Novamotor 733), 1 m 40.9 s; Jacques Coulon (GRD-Holbay 372), 1 m 40.9 s; Mike Tyrell (Ensign-Vegantune LNF3/F3), 1 m 41.1 s; Ingvar Carlsson (GRD-Holbay 373), 1 m 41.1 s; Felix Martin (Maco-Mohr), 1 m 41.3 s; Brian Henton (GRD-Holbay 373), 1 m 41.4 s; Erkki Salminen (Brabham-Holbay BT35), 1 m 41.5 s; Max Bonnin (March-Novamotor 733), 1 m 41.5 s; Cliff Haworth (Martini-Novamotor Mk 11), 1 m 41.6 s; Roberto Marazzi (Brabham-Novamotor BT35), 1 m 41.7 s.

Of those, the biggest disappointment was rapid French F2 driver Jacques Coulon for whom Denys Dobbie had specially prepared his spare DART GRD. Coulon wiped a corner off in practice and was not at all interested in the proceedings over the whole weekend, his performance not befitting a Formula 2 driver of his ability. The organisers weren't pleased either!

And then came the non-qualifiers. First of those, Mo Harness' Ensign-Holbay LNF3/F3 should have got a race once Jean Max's withdrawal was announced, but the Monaco organisers don't believe in reserves so Harness, whose chance to qualify was ruined when he understeered off into the armco at the Piscine, did not have a race. Fernando Spreafico's Scuderia Italia GRD-Novamotor 372 was involved in the Ste Devote débâcle on Thursday and therefore didn't qualify and Louis Kessel shunted his Brabham-Novamotor BT41 quite heavily on Friday. Danny Sullivan's chance to qualify the Ehrlich—on Dellorto carbs—failed on Friday when he lost third gear while Val Musetti's Royale-Carlow RP17 shunted on Thursday and an all-night rebuild saw it practising on Friday, but a ball-joint popped out of its socket and the car shot in to the armco on its second lap.

The complete list of non-qualifiers is as follows:

Mo Harness (Ensign-Holbay LNF3/F3), 1 m 41.8 s; Hans-Peter Hoffman (GRD-Novamotor 372), 1 m 41.8 s; Giorgio Pianta (Brabham-Novamotor BT35), 1 m 42 s; Fernando Spreafico (GRD-Novamotor 372), 1 m 42.5 s; Alceste Bodini (Tecno-Novamotor 72), 1 m 42.5 s; Wolfgang Bulew (GRD-Mohr 373), 1 m 42.6 s; Bernard Chevanne (Martini-Holbay Mk 12), 1 m 42.7 s; Tony Rouff (GRD-Vegantune 373), 1 m 42.7 s; Danny Sullivan (Ehrlich), 1 m 42.8 s; Richard Roberts (GRD-Novamotor 373), 1 m 42.8 s; Marcello Gallo (Brabham-Novamotor BT35), 1 m 43.1 s; Louis Kessel (Brabham-Novamotor BT41), 1 m 43.3 s; Egert Haglund (Brabham-Holbay BT28/35), 1 m 44 s; Patryk Boutin (Martini-Novamotor Mk 12), 1 m 45.7 s; Simon Sherman (Royale-GP Eng RP11), 1 m 46.7 s; Val Musetti (Royale-Carlow RP17), 1 m 46.7 s; Walter Neubauer (Tecno-Novamotor 72), 1 m 48.4 s; Bruno Eggel (March-Mohr 733 Special), 1 m 55.4 s; Ole Vejlund (Ensign-Vegantune LNF3), 2 m 1 s.

Apart from sun-bathing, the main activity in the paddock was changing gear ratios on Thursday after the first session; hence the much-improved times on Friday. General consensus of opinion seemed to be that the new tight complex at Piscine behind the pits was far too mickey-mouse, particularly the second part, but as ever the Monaco F3 race was a tremendous challenge for driving skill, with the new circuit permitting no let-up throughout its 2.037 miles.

Times from the two separate practice heats were all put in chronological order and the first, third, fifth etc fastest cars were put in to heat 1 and the second, fourth, sixth

etc fastest cars in heat two. Both heats on Saturday were over 16 laps with 24 starters in each and the final at the end of the day over 24 laps. The final comprised the first 10 finishers from each heat.

HEATS

Bernard Beguin's Martini struck cruel fate, for its engine sounded dreadfully rough on the warming-up lap and nothing could be done in time as he lined up on the front row next to Leclere, who shot in to the lead as expected. When they came into sight at the chicane on the water front, Leclere had Kuwashima, Ethuin and Paoli (from the fourth row) glued to his tail, these four already some distance ahead of the next group headed by Italian Pescia from Serpaggi, Brise, a sick Beguin, Freidrich, Giorgio, Taylor and Magee. On the second lap, the leading group lost Paoli whose Martini removed three of its wheels against the Ste Devote armco, leaving Leclere to pull away from a closely-fought scrap for second place in which Ethuin was trying desperately to displace Kuwashima.

Brise took over the lead of the next group for fourth place on the third lap and two laps later Pescia's March which had been leading the group spun down to the bottom of the field. With Pescia spinning, Brise had managed to detach himself from the rest and Serpaggi had his hands full of Giorgio, Freidrich, Taylor, Magee and Wilds, Wilds having made up tremendous progress from the 10th row.

Behind a runaway Leclere, Ethuin finally managed to outdo Kuwashima before the chicane on the sixth lap, but then chaos reigned at the new Tabac. Lower down the field a fraught dice between Salminen, Sassi, Svensson, and Lewis ended in confusion when the cars went off in all directions in to the armco and almost blocked the track. Only Lewis was able to continue without a nosecone and after re-attaching his own oil cooler, but in the confusion, the marshal at the entrance to the Tabac started waving a red flag and everyone there expected the race to stop.

But oh no! Leclere came through and just drove in and out of the wreckage to build up his lead and Ethuin did likewise while Kuwashima slowed up and lost a lot of time on the Martini, and the rest of the field plodded their way through so the marshal gave up and took in his red flag! The seventh lap also saw the end of Ian Taylor's race, Taylor clipping the kerb before station hairpin which shot him across the road in to the other high kerb and quite substantial damage was sustained. Three laps later another British hope Tony Brise went, having closed right up on Kuwashima's tail for third place, but clipped the kerb at the Casino which bent the top link and when he clipped the chicane as well on the ninth lap more damage was sustained and with the right wheel pointing at an odd angle he had to pull to a halt and out of the final. Kuwashima's third place was still not safe however, for Serpaggi had steadily reduced the gap to battle out the last five laps with the March and at the finish, Kuwashima had barely a wheel's advantage. Meanwhile Ethuin had closed the gap to within 4 s of the winner Leclere, who had quite a fraught broadside moment entering the Casino square on the last lap.

Italian Giorgio managed to keep Freidrich's similar March at bay for the last half of the race despite the close attentions of the Brazilian, while Magee's Brabham succeeded in holding off Mike Wilds for the whole race although they couldn't be closer at times and Magee suffered a broken gear linkage. With Beguin's sick-sounding Martini soon falling by the wayside, Torsten Palm's Brabham had quite a lonely race in ninth place, some distance ahead of Francisci's Brabham—the last of the qualifiers.

Evans' disappointing weekend continued when fuel starvation caused his March to misfire from the start and he was the last car unlap in 11th place, dropping behind Francisci around half-distance. Bozzetto's Trivellato March succeeded in pulling away from the dice which eventually shunted and



Third man Damien Magee, followed by Mike Wilds, picks his way through the heat 1 carnage.

then retired with a broken gearbox, while another retirement was Mike Tyrell's Ensign which suffered a broken fuel pump.

Pescia would easily have qualified if it wasn't for his early spin and he had to make do with 12th ahead of Felix Martin's awful home-made device, Cliff Haworth's Martini and Lewis' damaged Brabham.

The second heat was another French domination, this time by Jacques Laffite. From the start, the BP Martini rocketed in to the lead and arrived at the chicane some distance ahead of Francia whose dud practice time meant he was holding everyone else up, with Conny Andersson's March in third ahead of Larry Perkins, Gunnar Nordstrom, Alan Jones, Alberto Colombo and Russell Wood. While Laffite pulled farther and farther away in the lead, the dice between Andersson and Perkins was getting quite fraught with the Australian trying to draw alongside into the chicane on the second lap but instead gave the wooden outline part of the chicane on the inside a terrible bang, which sent the car high in the air; the Cowangie kid held it well, but lost some ground on the Swede with Alan Jones trying equally as hard to pass the wide GRD of Nordstrom. A little farther round the circuit on the second lap at the second right-hander of the Piscine, the two GRDs touched and Jones was sent into the armco quite stealthily and the unfortunate John Player Championship leader was out.

By the seventh lap the second place group had lost Perkins although both he and Andersson had managed to scuffle by Francia's Brabham a lap earlier. Perkins' top link had bent when he hit the chicane and the front right wheel was pointing at an odd angle as he slowly dropped down the field before stopping altogether. Andersson's March was therefore left secure in second place while the impressive Laffite continued to dominate the proceedings way out in the lead. Nordstrom's GRD wasn't far behind Francia's third-placed Brabham but never made an attempt to get by, while Guadenzio Mantova's Lotus 69 pulled away from a battle between Russell Wood and Jurg Dubler in fifth place, and the Italian Lotus driver then closed to within a second of Nordstrom at the finish. Wood's March was suffering fuel pressure problems and its engine never sounded well, which let Dubler move ahead on the ninth lap and pull comfortably ahead. Meanwhile Alberto Colombo's Brabham BT41 which was seventh on the second lap dropped out within another lap with a damaged front wheel.

Lucien Guitteny's Alpine demoted Johnny Gerber's Brabham at half-distance and thereafter pulled away in eighth place, and Lella Lombardi's Brabham succeeded in taking Gerber into the chicane on the 13th lap in a very hairy moment; with the Italian on the inside, the two Brabhams touched bending the Mexican's front flipper and delaying him consider-

ably as well as nearly forcing him into Jac Nelleman's GRD, with Pesenti-Rossi's Brabham right behind. These latter three were now dicing for 10th place—the last position for qualification in to the final—and Nelleman made an amazing and successful attack on the inside of both cars entering Casino Square for the last time and by the time they reached the chicane, Pesenti-Rossi also passed Gerber as well, with the Italian then making a full-scale bid to displace Nelleman which ended with both cars bouncing off each other out of La Rascasse Hairpin towards the line and the Italian got there first with Gerber out of the fight in 13th place, the Mexican's gear linkage having worked loose during the race. Pesenti-Rossi didn't like Gerber's tactics and tried to attack him in the paddock after the race with his mechanics, but order was eventually restored! Pesenti-Rossi's progress was quite remarkable for he collided with Jacques Coulon's DART GRD on the first lap at Ste Devote and both cars dropped to the tail of the field—even behind Francois Mazet's Porsche Carrera course car which followed the cars round the first lap of each race at racing speed. The Italian then charged through the field to qualify for the final, while Coulon wasn't interested and retired with damaged suspension on the first lap. Roelof Wunderink's Ensign was involved in this group as well before badly damaging his car on the 10th lap against the Ste Devote armco.

Ingvar Carlsson's Duckhams-liveried GRD was out of all this in 13th place not far ahead of Portugal's Jose Santo with Barrie Maskell's MRE lacking brakes in 15th place and the order was completed by Bonnin's March, Marazzi's Brabham and Henton's GRD. Henton was originally a bit farther up the field but he lost his nosecone spectacularly on the Pit Straight was black-flagged for it and then spun after touching a car at La Rascasse.

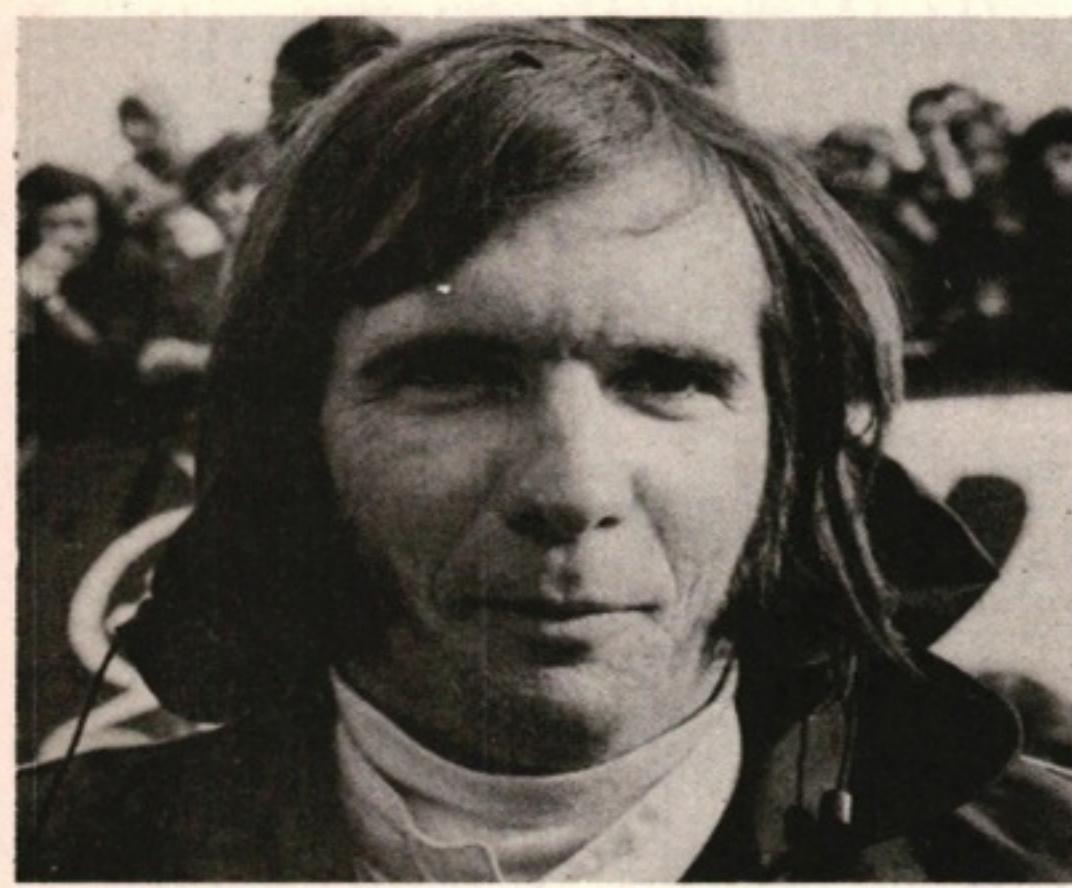
FINAL

Laffite's heat was 1.9 s quicker than Leclere's, so the first 10 in the second heat lined up on the pole position side of the circuit with the first heat contenders on the other side still in glorious sunny weather. Drama surrounded Conny Andersson's March which wouldn't fire up from the pits to complete its warming-up lap, but was eventually started to take up its second row grid position, from where it jumped the start and was away in to the lead ahead of Laffite and Leclere by Ste Devote. When the cars dived out of the tunnel in to the chicane, Andersson still held the lead with Laffite and Leclere on his tail, before Francia came by ahead of Kuwashima, Serpaggi, Ethuin, Giorgio and Nordstrom.

By the second lap the two Frenchmen had got by Andersson and immediately established quite a lead with Leclere hounding the

Continued on page 37

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"At the time of writing, the constructors had not agreed terms with the RAC"

Zolder observations

BRM's Team Manager, Tim Parnell, was one of the many to complain about the GPDA's dictatorial attitude at Zolder. After Saturday's practice had already started, the three Marlboro-BRMs were still stationary in the pits. The BRM drivers were attending another interminable drivers' meeting. Big Tim walked into the GPDA meeting and asked for his drivers to report to their cars. "Would you mind, blokes have been out there practising for the last 10 minutes." Tim was asked to leave the meeting immediately, and was not amused. "My chaps are paid to drive not to talk. If the drivers' association continues to disrupt the workings of the team, we shall be forced to ask our drivers to resign from the association."

The right people

The GPDA's meeting was a marathon affair for a variety of reasons, not least of which they were asking the wrong people to give the undertaking that the race would be cancelled if the track broke up again. It took MRD's Bernie Ecclestone to get the circuit owner, Baron de Villenfagne, and the RACB representative, Comte de Liedekerke, together and the agreement signed.

Surtees' comeback

John Surtees was another up in arms. Mike Hailwood had been fastest in the first practice session, but while the GPDA's meeting dragged on, non-member Jacky Ickx was out there in the Ferrari going even faster. Surtees is always nominated as reserve driver on both cars, so he decided to go out and practice the car himself. Unfortunately he had forgotten his Nomex overalls, so

Jacky Ickx — too much to hope that he could have won at Zolder.



François Cevert won the *Prix Rouge et Blanc* at Zolder — journalists voted unanimously for the Frenchman.

he interrupted the meeting again asking to borrow Mike Hailwood's overalls. Shirtsleeves swore he wouldn't come to another race without all his gear. John has been going very fast testing the cars at Goodwood and would love the excuse to race again. His wife, Pat, who was attending a Grand Prix for the first time this year, looked less happy about the prospect.

GP in danger

Before you say "That was Belgium, it could not happen in England" perhaps I should point out that our own World Championship race at Silverstone in July could be fraught with dramas. This time it won't be a question of the circuit being unsuitable, but the age-old money problem. At the time of writing the constructors had not agreed terms with the RAC, and the race was open to any single-seater racing car complying with the coachwork and safety requirements pre-

scribed for Formula 1. It would be a great pity if the Silverstone race was run for anything other than proper Formula 1 cars—it wouldn't seem like a proper Grand Prix.

Two people who definitely didn't think the Belgian GP would take place were Robin Herd and Jackie Stewart. Robin flew back to England on Friday evening, while J. Stewart's Ford Granada was parked in the paddock on Saturday, packed with his luggage and ready to go. Luckily for him the hotel didn't give his room away that night. Jock McArmco didn't waste much time after the race—he took a helicopter to Brussels Airport where he met Helen and the children before flying to Scotland for a few days' salmon fishing. Last weekend he was at Indianapolis doing the ABC television commentary on the 500 mile race.

Disenchanted sponsors

Patrick Duffeler, managing director of Orecla, Philip Morris Europe's promotion company, made some interesting comments about the state of professional motor racing today. He wanted to know why all the agreements with regard to co-operation between drivers, constructors, sponsors and organisers, made at the Round Table conference at Monte Carlo, had been so quickly forgotten. Duffeler said that there was now a real danger that Formula 1 could kill itself if things go on as they are.

At Zolder Texaco had done their best to withdraw their sponsorship from the race and suggested that other companies did the same. Proof that major companies are not interested in continuing to sponsor races if the organisation is going to break down—they only want to be involved with certainties.

● Michele Debosc, Matra's faithful time keeper, was seen at Zolder timing Chris Amon from the Martini Tecno pit. Michele has not changed her allegiance, she has arranged to take all her holidays to include all the European Grands Prix—that's what I call love of the sport.

● It was ironical that the drivers who scored most Championship points at Zolder were the ones who nearly had the race cancelled. It would have been too much to hope for that the race could have been won by Jacky Ickx.

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1973 (Feb) Fiat 130 Coupe. Finished in silver. Automatic. PAS. Electric operated tinted windows. Radio, cassette stereo with 4 speakers and electric aerial. 5000 miles £4975

1971 (Sept) Mercedes 350 SL Coupe convertible. Finished in opalescent green. Automatic. PAS. Radio. 1 owner. Very low mileage. Supplied through this company, service history known £5550

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Purely personal



"Now the whole sport at its top levels seems to have become so introspective that the great challenges of racing are all being stamped into the limbo of uniformity"

It was a sad thing to see, but this year's Targa Florio really did have a certain air of finality about it. Booklets entitled *Arrivederci Targa* were being sold around the 45-mile Piccolo Madonie road circuit, and that was something new. It looked serious. Was this really going to be the last Targa Florio, the last of these classic road races? They are second only to the RAC's sad shadow Tourist Trophy in age, starting in 1906 as opposed to the TT's 1905 birthdate, but many more Targas have been run, and they do after all pre-date the entire history of Grand Prix racing by 50 days!

If it is being forced into limbo by mambypamby modern requirements it makes me see red. Let me explain. In his Targa report in *AUTOSPORT* a couple of weeks ago Pete Lyons mentioned that I had been to what he called a "press briefing" on the Targa's future. It wasn't really the kind of function you could so describe, but I guess it was the lovably stumbly, informal Sicilian version of one. The invitation read 17.30, but Geoff Goddard and I waited with Britannic patience until 19.00 before the heavy mob appeared and the swivelly-eyed waiters in Cerdà's Hotel Aurum galvanised into cocktail-mixing action.

Filippo Russo, who is a Cerdà resident and the local *Assessore di Turismo* gave a superbly impassioned speech in defence of the Targa, clasping his hands to his heart, clutching his fingers beneath his chin, stretching them towards his audience and then beating his forehead with the heel of his right hand to emphasise a point about "Vincenzino" Florio and the great race he had given to the people of Sicily in general, and to the Cerdese in particular. Despite my unforgivable lack of the language there was no mistaking Signor Russo's intense sincerity when talking of "the defence of our Targa," and vociferous applause whenever he made a significant pause proved that his audience were right behind him.

Andrea de Adamich translated for us, explaining that the people of Cerdà and of the other villages on the Madonie—Collesano and Campofelice—just lived all year for this one event. Now that the CSI had finally banned sports-prototypes from the course and thus dropped the Targa from their calendar for 1974 there was genuine alarm that the race would lose its continuity. The organising AC di Palermo had gone halfway towards the remote governing authority of the sport by drawing up plans to buy some land on the hillside between the start-line tribunes and Cerdà itself, and to build there a 6.3 km artificial autodrome to house the future races for "Florio's Shield." The Club's personable president, a lawyer named Antonino Sansone, was going to the CSI meeting at Indy to seek permission for an interim 1974 GT Targa over the Madonie circuit, before the autodrome could be completed, to preserve the race's vital continuity.

This all seemed to make good sense, at least within the structures of the current emasculation of motor racing as it becomes more and more confined to artificial circuits. But think now... there ought to be a GT World Championship in 1975, and by then a

GT Targa might have been run on the Piccolo Madonie, and if they've run once why shouldn't they safely run again? It's a thought, and Sicilians bear little respect for the government in Rome, leave alone for a sporting body based in a totally foreign country.

So I sincerely hope that the Palermo club do manage to slide their wonderfully unique race out from under. Not that I don't sympathise with drivers like Brian Redman who don't like the Madonie, and think that racing a prototype there is a bad idea. When Pete and I did a night-time lap of the circuit in a smidgeon over the hour, in all conscience I couldn't really see why it hadn't been banned in 1955! Audience participation is as nearly a part of the Targa as it can be of any motor race, and spectators less hawk-eyed and nimble than the Sicilians could well have witnessed a real tragedy in any of the race's 57 runnings.

For years the CSI can't really have known what went on down in this funny old island. But, now that they do, is that reason to destroy this unique survivor of genuine open road racing for political ends? What sickens me is the way the current "improvements" in racing and racing facilities all seem to be improving things downwards. I love motor racing, and I expect to be impressed and astonished by the skill and sheer ability of those who are its top performers. This is why the sight of Rodriguez hurtling his Gulf-Porsche between the pub and cowshed at Spa's Burnenville Corner at over 160 mph stays with me. This is why I am impressed by Jimmy Clark's four Belgian GP wins at the same circuit, despite his personal fear and hatred of the place. He was the complete racing driver, and he controlled both his car and his natural emotions to become a truly great. This is why Stewart's 1968 German GP win impressed me, when he took on all comers in rain and mist, with one wrist in plaster, and drove them all into the ground on the trickiest of all GP circuits. But then that was spoiled, because it was too tricky, and had to be changed...

Grey matter makes as good a racing driver as sheer guts, indeed much more so, but driving within limits seems to be an art completely forgotten today. Don't get me wrong. I'm not one of these chairbound scribblers who expects a man's slightest mistake to result in death. Pete Revson's right when he says that leaving the track should just mean a time penalty—as when a runner trips—it shouldn't mean a man's life. On the other hand there comes a point where every country's race circuits are going to be the same as the next, and only the climate and local vino will ring the changes.

It was the variety in racing which first attracted me as a ten-year-old, all covered in school pudding and ink. Here was a game which wasn't played on neatly prescribed pitches, or mildly-varying golf courses, or on flat water, a ring or rink. Everywhere these men took their machines the challenge was different. There were new things to see, new things to do and new conditions to combat. Now the whole sport at its top levels seems to have become so introspective that the great

challenges of racing are all being stamped into the limbo of uniformity. Races are getting shorter and shorter, on simpler and simpler circuits, and thank God for the sheer competition in Formula 1 (despite too many cars running the same engine) or it would all disappear up its own exhaust.

The Targa was really different, and because of its very nature it's never been really important, except in the 'tween war years and in 1955 when Moss, Collins and Mercedes clinched the Championship over 13 laps of the Madonie. Anyone who won a race at the 'Ring had worked damned hard and deserved his credit, and he still does today but in lesser measure. Anyone who has won a race on the Madonie deserves a medal, and anyone who has finished there has done a fine job of work and more sheer driving than most modern GP contenders—remember it's got over 800 corners per lap.

Yet despite its dangers, or perhaps because of them, drivers seem to know they are up against something really big, and in its 57 runnings since 1906 only five competitors have been killed there—twice-winner Masetti in 1926, Aloatti in '34, Stefanian in '65 and Tandol in '71, plus an unfortunate mechanic in '22, during a different race actually; the Coppa Florio. I don't want to indulge in national newspaper goryness, but in defence of the Madonie it's worth looking at the other major race which ran its 57th event last month—the Indianapolis 500.

USAC writer Ray Marquette quoted poor Art Pollard's recent death in *Autoweek* as the 33rd driver fatality at the Speedway. I came across the American Motor Indy report for 1935 which said that 31 fatalities had occurred at Indy since it opened in 1909 (the 500 began in 1911), 27 of them drivers and mechanics. A rather sad piece of research prompted by this disparity reveals that at least 46 competitors and seven spectators have died at Indianapolis' famous Speedway. Ahem, talking about the safety aspects of the Madonie, has someone somewhere got their priorities wrong (sounds of cash register off stage)? . . .

So the Targa's dicey, but it's a fabulous life-style, a kind of grand racing occasion-cum-public festival-cum-al-fresco booze-up which means everything to 700,000 spectators every year, 100,000 of them actually paying for the privilege.

But enough of me waffling on about the race and the place. Typewriters seldom spin off into the fish-pond, so let a driver have the last word . . . Jacky Ickx as quoted in *L'Equipe* on his first appearance at the Targa Florio: "We are perpetually close to the limit in a really fast car, and it's very easy to make a mistake, allowing that the surface is very bumpy and its traction is constantly changing. You must constantly change your driving, and the driver has to be more sensitive than scientific as in Formula 1. The Madonie makes great demands on your reflexes, but for all this it is a fabulous experience, and I am very happy to have known it . . ."

Oooh boy, I wish there were more like you.

DOUG NYE

The round the streets characteristics of the Targa which may be lost for ever.



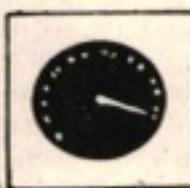
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Positive action from the GPDA, please

May I suggest to the members of the GPDA and the Formula 1 Association that their reputations could be considerably enhanced by taking some positive action in motor racing as opposed to the predominately negative attitude they have so far displayed.

This action should take the form of a refusal to enter, or race in, this year's Italian Grand Prix, followed by a strenuous campaign to boycott all international motor racing in Italy. Pressure should be brought to bear upon the CSI to invalidate any points scored in races there and to suspend the international licences of any drivers taking part, until the heinous charges of negligence and manslaughter against Colin Chapman are dropped.

WARSASH, SOUTHAMPTON.

P. J. LOVE.

BP: Sponsoring or sponsored?

It was with some amusement that I read Bob Constanduros' comment (May 31) on the non-championship Formula Atlantic race at Thruxton on Whit Monday: "Despite offering the same prize money as a BP Atlantic round... the poor BARC had a mere 11 cars... turn up for the race." Anyone would think that BP-scale prize money created some incentive to race these expensive cars, but in order to understand this more clearly, perhaps a brief word of explanation would be helpful.

For an Atlantic entrant, financially the BP rounds are a foregone disaster. On average it costs well over £300 per car, per race, to operate these machines. They are, after all, full Formula 2 cars in all but engine specification, and require just as high a degree of full time attention. Thus for an average grid of 24 cars, we are forking out something in the region of £7,000-plus per race (about £138,000 over the year excluding the Yellow Pages rounds) which doesn't include the unlucky non-qualifiers, or expensive shunts and engine problems, all for BP's £300 prize fund.

Frankly, I am not alone in thinking that we are doing a great PR job for BP at our expense, as there is no doubt at all that Formula Atlantic is by far the top national formula, and is already taking over importance from that other over-restricted 1600 cc formula.

"If you can't afford it, why do it?" someone is bound to say. A singularly negative approach. We do it because we thoroughly enjoy the challenge without being able to afford the £35,000-£40,000 necessary to race an F2 car competitively, are aware that Atlantic is where the future world class professional drivers are likely to be discovered, and because F3 simply doesn't hold the interest of either spectators or drivers these days. But we do urgently need more incentive.

I don't just mean cash, though this would be nice, but the races just aren't long enough at the moment to justify the cars. A minimum race distance of at least 50 miles is needed, and this could be implemented immediately. At the moment, due to the withdrawal of STP support in the BP series (through no fault of BP I should point out, who had no objection to having STP decals on the cars) there is actually less money in the formula than in 1972, and not unreasonably when you recall the winter headlines, most of us feel slightly conned.

Conversely, the cars have become substantially more expensive.

Returning, therefore, to the Thruxton non-championship replacement for the Whitsun F2 event, the BARC stated that it would have cost them about £20,000. It seems hardly

surprising that having saved themselves £19,700 by trying to get the Atlantic entrants effectively to sponsor the race themselves, very few of us were interested in attending the event, which didn't even have the incentive of championship points to be gained.

LONDON, SW20. PETER WARDLE.

RAC red tape on fire?

It may perturb the "driver-readers" of your magazine to know that the RAC, in their august wisdom, refuse to allow extinguishers to be placed where accidents occur on circuits. I refer specifically to Gerards, at Mallory, where I, among other experienced observers and officials, endeavoured to make best use of the extinguishers available. Knowing that cars normally go off at a spot roughly opposite the end of the straight—and then at regular intervals (a fact borne out with notorious repetition during the afternoon of May 6), the RAC insisted that four (roughly half our supply) were placed way up the home straight. Here they would be useful for the odd start-line shunt—but it denuded the important accident-prone Gerards banking.

The only rule for RAC placings appears to be that they were 200 yds from the next four extinguishers; surely a doubtful reason. If we are denied an adequate supply of fire extinguishers, can the experienced track officials be allowed to deploy their bottles to the maximum effectiveness? Or are we bound by RAC red tape again?

CONINGTON, M. J. SHALDERS. PETERBOROUGH.

Inflationary Mars bars and motor racing

When I was a little lad, long ago, I had this thing about Mars bars. Once a week, with my ration book and a three-penny bit clutched in a grubby paw, I'd trot round to the corner shop and rush back home with my favourite sweet-meal. That Mars bar would last me all week.

Over the years the Mars bar was replaced by licorice root, which was cheaper but made one's teeth yellow, and then Victory V lozenges. The magic of the Mars bar waned because, not only did the price keep going up, but the weight kept coming down as well; inflation and deflation all in one. Totally disillusioned, I turned to motor racing as a substitute.

In 1966, the proud possessor of a £295 Cooper-BMC T56, I entered my first monorace at Snetterton and, as I recollect, the entry fee was £2.50 and the number of laps was 12. This week I have entered for a race at Brands, in a few weeks' time, and shades of Mars bars, the entry fee is £5 and the number of laps is eight! Is the next step going to be one of flying Jumbo Jets as a hobby I ask myself?

Inflation and deflation again. I think by now we all accept rises in costs as one of the inevitabilities of life and motor racing will not be spared these incumbrances. Yet I find it unjustifiable for race organisers at club level to reduce events to virtually sprint proportions as well as raising entry fees. Taking Brands as an example, if seven events are reduced from 10 laps to eight, the actual total saving in time over the day is under 15 m, in good conditions. Anyone who has organised a meeting knows that the areas where time can be irretrievably lost are in the scrutineering bay, the assembly area and in clearing up wreckage, but not in race running time.

If the Hagley & DLCC can run 15-lappers at Mallory, the Lincoln MC & CC 12 laps of the full circuit at Cadwell Park and the

The editor is not bound to agree with readers' opinions

Nottingham SCC 12 at Croft, and still have a superbly organised meeting, then every other club should be able to follow suit.

I was informed the other day that Mars bars cost 55p each at Munich airport, so maybe we don't know when we are well off. Similarly if organising clubs didn't invite us, we wouldn't be racing at all. They in turn might like to reflect on the fact that, as far as certain circuits are concerned, championship rounds and the sought-after points provide the only real incentive towards full grids. Can one imagine a 6 h journey to Lydden for 15 m practice and 7 m racing, for example?

Club drivers are not too bothered about the returns from motor racing. Most, I think, would prefer the enjoyment of two or three additional laps than £10 prize money, a trophy, or even a Mars bar.

WOLVERHAMPTON, TREVOR SCARRATT, STAFFS.

Monoposto RC.

Enthusiasm impresses at Donington

After reading so many bad reports about the £1 entrance fee at the Donington Museum I feel I must inform you of my visit. I was greatly surprised at the exhibits, the preparation can only be described as immaculate and pristine.

The thing that most impressed me was the enthusiasm shown by the manager. After describing many of the exhibits to me he promptly offered to run me round the circuit which I gladly accepted. He went into great detail about what had already been done and the new track layout. After such service they simply can't fail to succeed in their project and I for one can't wait for the British Grand Prix to return to the Mecca of British motor racing.

WINCHESTER, HANTS. PHILIP J. FAIRBURN.

Visors for stoned drivers

Having read with my usual avid interest Pete Lyons' excellent report on the Belgian Grand Prix (May 24), I feel I must comment on his remark about "nothing new in the way of super-stone-proof visors." This company is the sole distributor for the excellent IGD visor, which is not only stone-proof but a 12-bore shot gun fired at 10 yards will not penetrate it. Although the racing driver of today is so dedicated to safety, it is surprising that more British drivers do not follow the example of so many European drivers, and use this remarkable safety visor. Let us hope that we do not need another driver to lose an eye before drivers of Formula 1 or Clubman calibre will use IGD. It is not for lack of a suitable product.

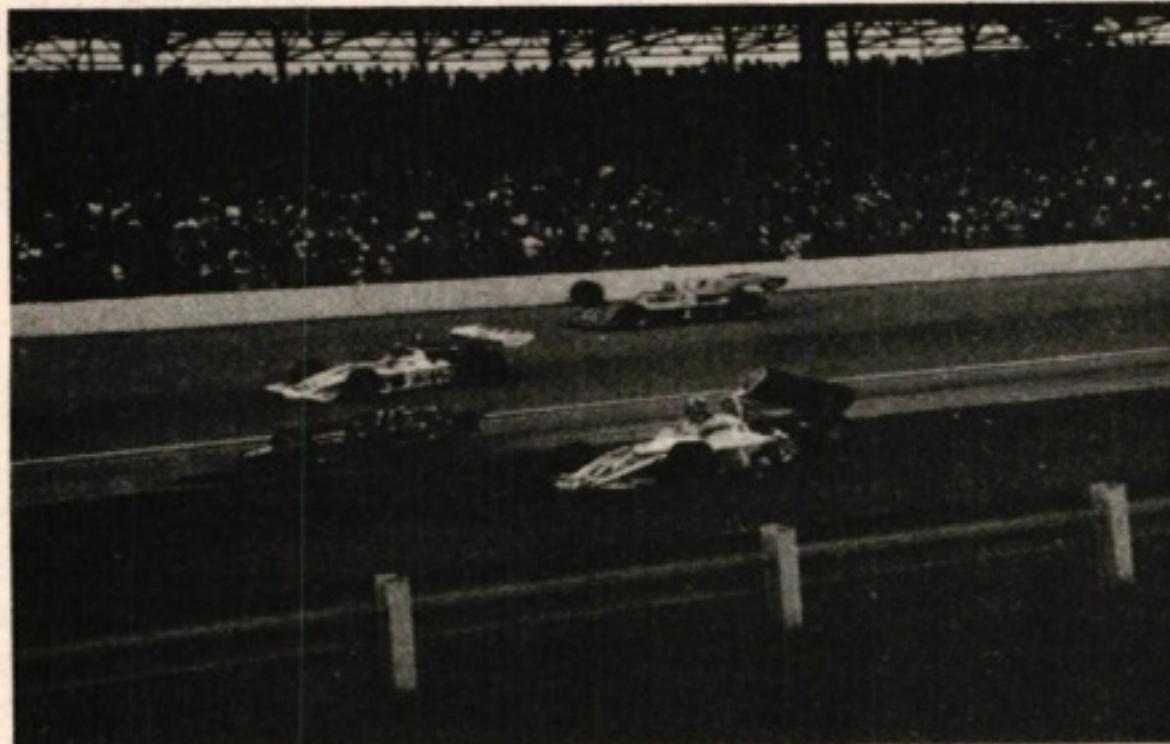
STAINES, MIDDX. D. W. SPICE. Marketing Director, Gordon Spice Ltd.

Wet racing

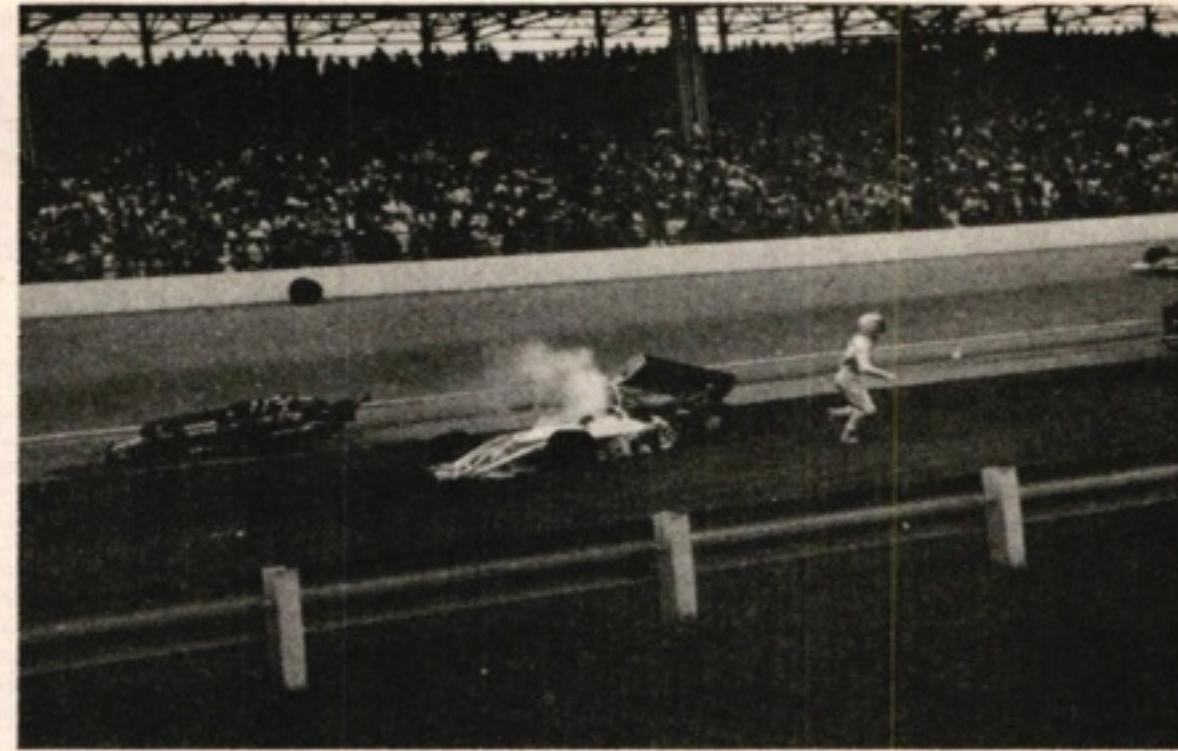
Modern racing at the top level we are told is a highly professional business and practice sessions are for the setting-up the cars for the prevailing conditions. So why is it that, in this country when a wet race day is always possible, so few people take advantage of a wet practice session? At the recent GKN International, and now at the Interserie, the number of cars circulating during wet practice sessions was minimal.

Will the next demand by the safety brigade be, dry weather racing only?

SLough, BUCKS. D. J. DEE.



Mike Mosley's eventual tenth placed Eagle comes to rest alongside the wreckage of Walther's car. While Mosley flees his smoking car (right), it appears that Walther is still in his car.



INDIANAPOLIS

Johncock wins much delayed and shortened Indy

By Gordon Kirby

It seemed that anything that could possibly go wrong did, in fact, go fully wrong at this year's Greatest Spectacle in Motor Racing. A constant smattering of spring rain delayed the start for two days and a few hours, the legendary Indy officials bumbled and stumbled their way through the upset schedule and a couple of major shunts combined in starkly underlining the problems of racing these 900 horsepower alcohol-burning cars on a relatively narrow, spectator-lined track. Throughout the month of qualifying there had been an acute awareness of the volatile nature of the contemporary Indy single-seater and the Gasoline Alley atmosphere, tense and sharp as it was, did not respond at all well to the delays and dramas. After all the build-up, the race itself dissipated into an anti-climax as virtually all of the favourites fell by the wayside with either a broken piston or connecting rod. Gordon Johncock stayed close to the leaders in the early stages and it was his STP Eagle-Offenhauser which had inherited the lead when a yellow flag came out after 130 laps. It was a falling mist which brought the yellow out and the dampness got progressively worse so that the race was stopped three laps later and after some brief discussions in the pitlane Harlan Fengler, chief steward that he is, declared the race over and Johncock the winner.

For the STP-backed Patrick Racing Team it was not an entirely happy victory, for Johncock's teammate, Swede Savage, had crashed heavily and spectacularly on the 59th lap while in third place. Savage's Eagle plummeted into the retaining wall at the north end of the pits and, very literally, exploded. It is miraculous that he survived the incredible mass of flames and, in all probability, it was the foam-filled suit he was wearing which protected him enough to keep him conscious throughout and limit his burns so that he could be kept in a stable but critical condition. One of the STP mechanics ran across the pit lane as the accident was happening and was struck heavily by a fire truck which was rushing up the pit lane towards Savage's burning car. The young mechanic was very badly injured and he died less than half an hour later in an Indianapolis hospital.

The front row had a collectively bad race although they had clearly been the class of the field before the gremlins attacked. In fact the first 40 laps had been an absorbing race of both driving and team tactics with Bobby Unser charging off into a 10-car length lead and Johnny Rutherford and Mark Donohue settling into what seemed to be comfortable and planned paces just within striking range to the Olsonite Eagle. But the intrigue dissipated all too quickly. First Unser lost a lap when a fuel cell wouldn't work on his first fuel and rubber stop, then Rutherford dropped away when the Offy started to smoke and he was blackflagged and finally Donohue slowed drastically and spent the balance of his race stuttering in and out of the pits with a gradually expiring engine.

MONDAY

The days before the Big Day had been overcast and rainy. Enough rain had fallen so that the "groove" had been largely washed away and with Monday dawning overcast it looked as if there would be no groove at all. This "groove" is a factor which is very important at Indy, for the increasing speeds of recent years have made the line around the oval even more of a slot car proposition which only gets more and more defined with every layer of rubber from the days of qualifying. With the groove gone, the track becomes very loose and it would seem that the backmarkers in particular had a much harder job keeping things under control in these unpredictable conditions.

That, anyway, was the setting as the marching bands began their endless parade around the track, as the vaguely notable TV stars were introduced and the Vaudeville side of Indy got into full swing. Before everybody could get down to the business of racing it started to dribble with rain and it was three o'clock (4 hr after the scheduled start) when the road surface was finally dry enough to race on.

The sky was getting darker as the field moved out for the standard procedure of two pace laps. The first pace lap was particularly ragged and the second lap behind the Cadillac pace car was even more of a mess. But tradi-



Gordon Johncock—winner of the shortened race.

tion must always hold forth at Indianapolis and that tradition says two pace laps and then the start. With that same tradition guiding him, Harlan Fengler sent them on their way with the back half of the field in a total state of disorder.

Bobby Unser immediately began to inch ahead and as the first row drove into that first turn Unser had a full car length to poleman Rutherford and immediately chopped across to the inside with the Gulf-orange nose of the McLaren nibbling at the Eagle's inside rear wheel. Mark Donohue had dropped a couple of car lengths behind Rutherford but had the spectre of a charging Mario Andretti trying to force his Parnelli inside the Sunoco Eagle. This (we all thought) is really gonna be a race!

But at that very instant bouncing wheels, spinning cars and sharp flames flared into view. The ragged backfield had got completely out of order and Salt Walther had glanced across the road to the right, pinned Jerry Grant's Eagle against the outside wall and then jarred across the nose of Grant's car, rolling over the Eagle and into the wall in a single, shocking leap. Walther's car bounded along the wall, tearing out fencing posts as it went and then rolling back across the track amid the last few rows of cars. Walther's car flung burning fuel from its ruptured tanks as it careered down the road and the flames flashed into the crowd burning at least six spectators. The front subframe was ripped off Walther's McLaren, leaving only a tub and engine to come to a final inverted stop on the

THE RUNNERS

Row 1: Johnny Rutherford (Gulf McLaren-Offy), 198.413 mph; Bobby Unser (Oisonite Eagle-Offy), 198.183 mph; Mark Donohue (Sunoco-DX Eagle-Offy), 197.412 mph.

Row 2: Swede Savage (STP Oil Treatment Eagle-Offy), 196.582 mph; Gary Bettenhausen (Sunoco-DX McLaren-Offy), 195.599 mph; Mario Andretti (Viceroy Special Parnelli-Offy), 195.059 mph.

Row 3: Steve Krisiloff (The Norton Spirit Kingfish-Offy), 194.932 mph; Al Unser (Viceroy Special Parnelli-Offy), 194.879 mph; Jimmy Caruthers (Cobra Special Eagle-Offy), 194.217 mph.

Row 4: Peter Revson (Gulf McLaren-Offy), 192.606 mph; Gordon Johncock (STP Double Oil Filters Eagle-Offy), 192.555 mph; Bobby Allison (Sunoco-DX McLaren-Offy), 192.308 mph.

Row 5: Graham McRae (STP Gas Treatment Eagle-Offy), 192.031 mph; Roger McCluskey (Lindsey Hopkins Buck Co. McLaren-Offy), 191.928 mph; Lloyd Ruby (Commander Motor Homes Special Eagle-Offy), 191.622 mph.

Row 6: Bill Vukovich (Sugaripe Prune Special Eagle-Offy), 191.103 mph; Sait Walther (Daytona Walther Special McLaren-Offy), 190.739, (DNS); Jerry Grant (Oisonite Eagle-Offy), 190.235 mph.

Row 7: Mel Kenyon (Atlantic Falcons Special Eagle-Offy), 190.225 mph; Wally Dallenbach (Oisonite Eagle-Offy), 190.194 mph; Mike Mosley (Lodestar Special Eagle-Offy), 189.753 mph.

Row 8: David Hobbs (Carling Black Label Special Eagle-Offy), 189.454 mph; A. J. Foyt (Gilmore Racing Team Coyote-Ford), 188.927 mph; John Martin (Unsponsored Special McLaren-Offy), 194.384 mph.

Row 9: Lee Kunzman (Ayr-Way/Lloyds Special Eagle-Offy), 193.092 mph; Mike Hiss (Thermo King Special Eagle-Offy), 191.939 mph; Dick Simon (Travelodge Eagle-Ford), 191.276 mph.

Row 10: Jerry Karl (Oriente Express Eagle-Chevrolet), 190.799 mph; Joe Leonard (Samsonite Special Parnelli-Offy), 189.954 mph; George Snider (Gilmore Racing Team Coyote-Ford), 190.355 mph.

Row 11: Bob Harkey (Eagle-Ford), 188.733 mph; Sammy Sessions (Eagle-Ford), 188.986 mph; Jim McElreath (Norris Eagle-Offy), 188.640 mph.

for the rain got worse and came in longer and harder gusts. It was now time to look towards Wednesday.

WEDNESDAY

The Wednesday dawn was worse than either of the two previous days. It was very bleak, and it was raining. Of the 350,000 spectators from Monday there were perhaps 20,000 left. Things did not look at all good.

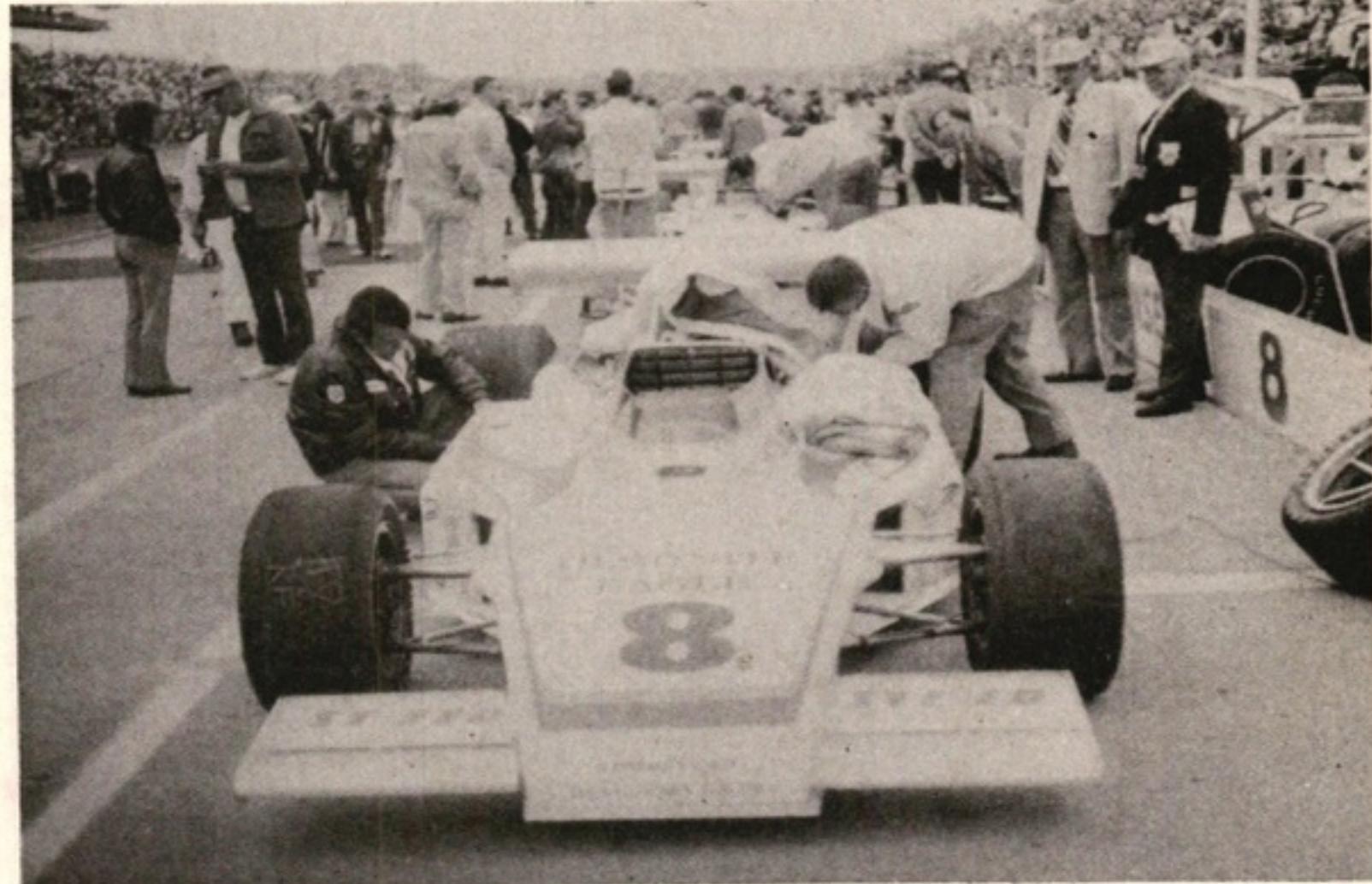
But by midday the sky was clearing and the weatherman said the afternoon would be clear. For a while at least it would be clear. It now seemed that there would be a race and a reasonable number of spectators came rushing back down Speedway Boulevard and into the giant stadium.

Around 2 o'clock the 1973 Indianapolis 500 was ready to start. This time, it looked as if there really would be a race. Maybe not 500 miles worth of a race, but a race none the less.

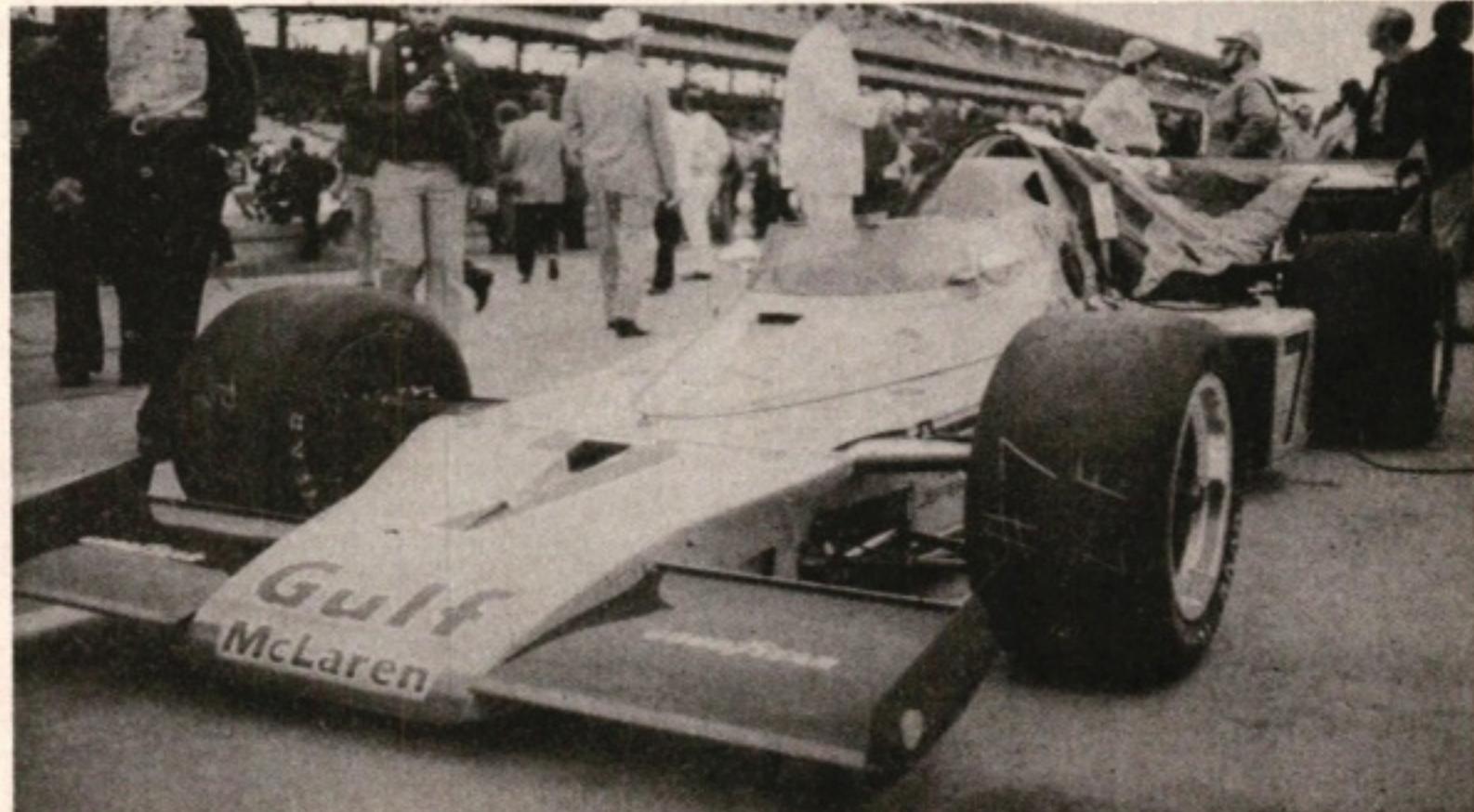
The sun was poking through as the pace laps droned on for the third time and it now seemed that at least the minimum 101 laps could get done, and perhaps the full complement of 200 laps.

This time the field was much better than before, although there were still a couple of the 32 cars out of alignment. At the front it was very ordered and it was Bobby Unser who once more powered ahead, this time leaping away from the others and looking as if he was going to vanish. Rutherford got away very slowly and Andretti was able to drive around the outside of the McLaren through the first turn and close on second man Donohue. Unser pulled out some six car lengths as his white Eagle shot down the back straight, but Donohue was already dealing with Andretti's pressure and slowly beginning to keep Unser's lead at a constant.

So it was Unser, Donohue, Andretti, Rutherford and Swede Savage keeping his STP Eagle in contact with the leaders. Unser was making a big effort to break away, that was obvious, but Donohue was still building his pace by tiny, efficient increments and after a few laps it was obvious that Unser was not going to be able to break away from the Sunoco Eagle. Andretti was staying right behind Donohue, driving with the same thrust and enthusiasm of the leader and looking to be in the midst of his best Indy drive for years. But the dismal fortune which has hounded Mario these last few seasons is



Front row men Bobby Unser's Eagle (above), with Rutherford's pole winning McLaren (below).



inside of the entrance to turn one. Walther was taken to hospital with critical burns, but he was thankfully alive and it seems that he will survive.

Eight other cars were involved including Mike Mosley, Mike Hiss and David Hobbs, but none was injured although Hiss was burned slightly by powder from the fire extinguishers. Moments after this the race was stopped and then the rain returned and we turned towards Tuesday in hopes of a race.

That evening the USAC stewards examined a film of the start and it was decided to fine Steve Krisiloff, Peter Revson and A. J. Foyt \$100 apiece for moving ahead of their respective grid places. Krisiloff had closed right up on Swede Savage during the two pace laps, but he said the reason he did it was because the engine was running raggedly and he was using a lower gear and trying to keep in Savage's tow so that he would not be engulfed by the field as they accelerated into turn one. Revson had moved up to fill the hole left by Krisiloff, while Foyt had just been eager to get going from his eighth row place. Most people agreed that the actions of these three had nothing to do with Walther's shunt, but Fengler reasoned that the fault of the accident was largely theirs.

TUESDAY

The Tuesday morning start was scheduled for nine o'clock and by 7 am the sun had burned through the clouds and the chances of there being a race looked good. By 8.45 am, everybody was selecting their vantage points, the cars were organised on the grid and the weather was beginning to look overcast but dry. Just then, with adrenaline beginning to pump, Mr Fengler announced that there was a patch of dampness that had to be dried and that the start would be delayed until he deemed things were suitable. Never mind there having been 3 hr of daylight in which to sweep and brush the track, ole Harlan was waiting until the last minute before he checked the track for dampness.

So we waited and waited. At a few minutes past ten with the clouds getting darker and the wind cooler, Fengler decided to start the pace laps. Once again the latter half of the field was very disorganised on pace lap one and the next time around things were no better. This time the pace car stayed out for a third circuit, but as it led the field down the backstraight the grey clouds began to spit. Once again it was beginning, slowly and almost imperceptibly, to rain. Once again the race was stopped before it had started. For Tuesday, there were no more pace laps,

still there and on lap five the red and white Parnelli fell away from its chase of Donohue and came slowly into the pits. The engine covers came off and for a moment it looked as if Mario might get back into the fray. But then the mechanics' activity slowed, the faces deflated and the car was pushed away with a broken piston.

Donohue was now holding Unser and even beginning to chisel away at the small gap. Donohue's engineer's brain could be seen working away at the problem, carefully moving his line about and keeping Unser's mirrors full of blue and yellow so that the works car and crew knew that they were going to have to keep their fast pace going for a long time. From perhaps the 10th through to the 15th lap Donohue was bringing his mount down into progressively tighter apexes and letting the car go out into higher exits and with every one of those laps the Sunoco car began to press the Olsonite version with a slightly heavier hand. Rutherford had also been warming to his task and although some distance behind he was still within range of the leading twosome. The Texan was now the McLaren hope, for a few laps earlier Revson had gone spinning into the north end pit wall.

On the 16th lap a backrunner spun through turn three after his engine blew and the yellow flag came out for the first time while the track was cleared. Even though it was very early in the race a lot of people decided to take advantage of the yellow and make the first of their stops. For those who stopped it was a chance to change from their softer qualifying rubber to a slightly harder race compound (You must start the 500 on the same tyres on which you qualify). McCluskey, Foyt, Hobbs and Al Unser were among those to come in and Donohue came in on the 20th lap while 6 s down on Bobby U. Mark was away in 15.4 s but just before the fuel nozzles were detached the green light flashed on and Unser was able to pull out a gap of 24 s to Donohue who was now behind Rutherford.

Lloyd Ruby had been going extremely well during those opening laps and had worked up from his fifth row starting place to a fine fourth place ahead of Johncock, Al Unser and Savage. But Ruby is one of those racing drivers who has always been harangued by ill-fortune and now that same ill-fortune struck again, for Ruby had gone by with his Offy sounding very sick. On the 21st lap Lloyd pitted and climbed out with a piston broken.

Bobby Unser was now the clear leader with Rutherford and Donohue some 10 s and 20 s behind him, and it was now a case of relying on Dan Gurney and his crew to keep him informed on any apparent changes in the speed or tactics of his pursuers. There was still a long way to go and none of those three leaders was about to do any mad dashes especially as the track was getting very slick with its fresh layer of rubber and considerable coating of oil from the spate of engine failures.

But already the race was beginning to disappear, for Donohue was running into engine failure and was gently easing his pace and dropping back trying to nurse things as long as possible. Then Rutherford came in for his first fuel and tyre stop, but something went wrong with the left front wheel and the McLaren was stopped for almost three-quarters of a minute and had dropped to seventh when it got going again.

On the 40th lap, a few circuits after Rutherford's troubles, the leader came in for fuel and he too lost time when the left side fuel cell wouldn't accept any of the alcohol mixture. When Unser got out again he was a lap behind and Johncock was a sudden leader from Vukovich, Savage and Al Unser.

So now with barely a quarter of the race gone, the whole complexion was in the midst of a rapid transition. Bobby U was down to fifth, although apparently untroubled, Donohue was going slower with every lap, Rutherford was also in dire trouble, the McLaren smoking and sounding sour and he was blackflagged about this time. Foyt had gone with a broken piston, Joe Leonard was

struggling with a tyre problem and had had at least one spin and Gary Bettenhausen was not running at all well with his Sunoco McLaren. It was clearly an Indy 500 for the spear carriers.

By the 58th lap we had Al Unser moving into the lead, his Parnelli beginning to work much better after a quick roll-bar change to combat its early understeer. Johncock was now second with Savage third and pressing on after his first fuel stop had dropped him from the lead he had held for a few laps.

As Savage went through turn four he began to get sideways and by the time the STP car was slipping up near the wall on the exit of the corner he was clearly very crossed up. Then, suddenly, the Eagle shot across the road and plunged straight into the diagonal wall beyond the pits which Revson had struck earlier. Savage was going extremely quickly at right angles to the wall and the car exploded in all directions on impact. It brought an immediate red flag. By the time the track was cleared it had started to rain again and it wasn't until just before 4.30 pm, some 90 m after Savage's shunt, that the race got underway again.

For a while we had an entertaining dice between the brothers Unser, with Al leading from Bobby who was actually a full lap behind. The Parnelli and the Eagle drew well away from Johncock who was next on the road and a firm second place some six seconds ahead of Vukovich. But once again what was a good fight soon disappeared in engine troubles just as Bobby seemed to be getting the measure of his brother, and looked to be ready to unlap himself. First it was Bobby who slowed and pitted to change a rear tyre that was going off and then Al too was slowing, his Offenhauser sounding very fluffy. On the 72nd lap Johncock swept underneath the Parnelli and from then on it was the STP man's day. Al drove to the pits a few laps later and retired with yet another broken piston.

By the 80th lap Johncock and Vukovich were still separated by just 6 s with Bobby Unser a lap down in third place. A. J. Foyt had climbed into teammate George Snider's Coyote before the restart and had worked his way up to sixth place, behind Mike Mosley and Dick Simon and ahead of David Hobbs and Graham McRae. Hobbs had been struggling with a smokey turbocharger during the early laps but the problem seemed to resolve itself and David had been working his Black Label Eagle around in good style.

As the midpoint of the 500 miles came up the sky was clouding and darkening again and it was looking very doubtful that the race would last much longer. Unser had finally

pulled in with a broken rod bolt inside the Gurney Offy, Mosley and Simon had run into terminal engine troubles and then Foyt pulled off between turns three and four with the gearbox broken. Hobbs too was in trouble again with the turbocharger while McRae crawled slowly into the pits with piston failure in his Offenhauser. There was very little left to watch now, the race had lost many of the runners who might have provided a spark of excitement and the darkening clouds seemed to describe almost everybody's outlook.

The final 30 laps were a drawn-out anti-climax and the way in which Fengler orchestrated the last few laps was a perverse, but graphic sketch of the whole event. The race ended under a yellow flag and nobody bothered to decide whether the 500 was in fact over until after the cars had pitted and all and sundry were wondering what exactly to do next.

It was over, as Fengler announced to the world in his final, power-wielding act of the month. Johncock had won an Indy 500 which could well be the last of its kind. Now, there are deep reverberations of the cutting of speeds, the doing away of wings, the modification of the track itself and the departures of USAC from the FIA, which must all be dealt with. The favourite tune is, "Indy will be different next year."

57th Indianapolis 500, May 30, USAC Championship trial, round 3

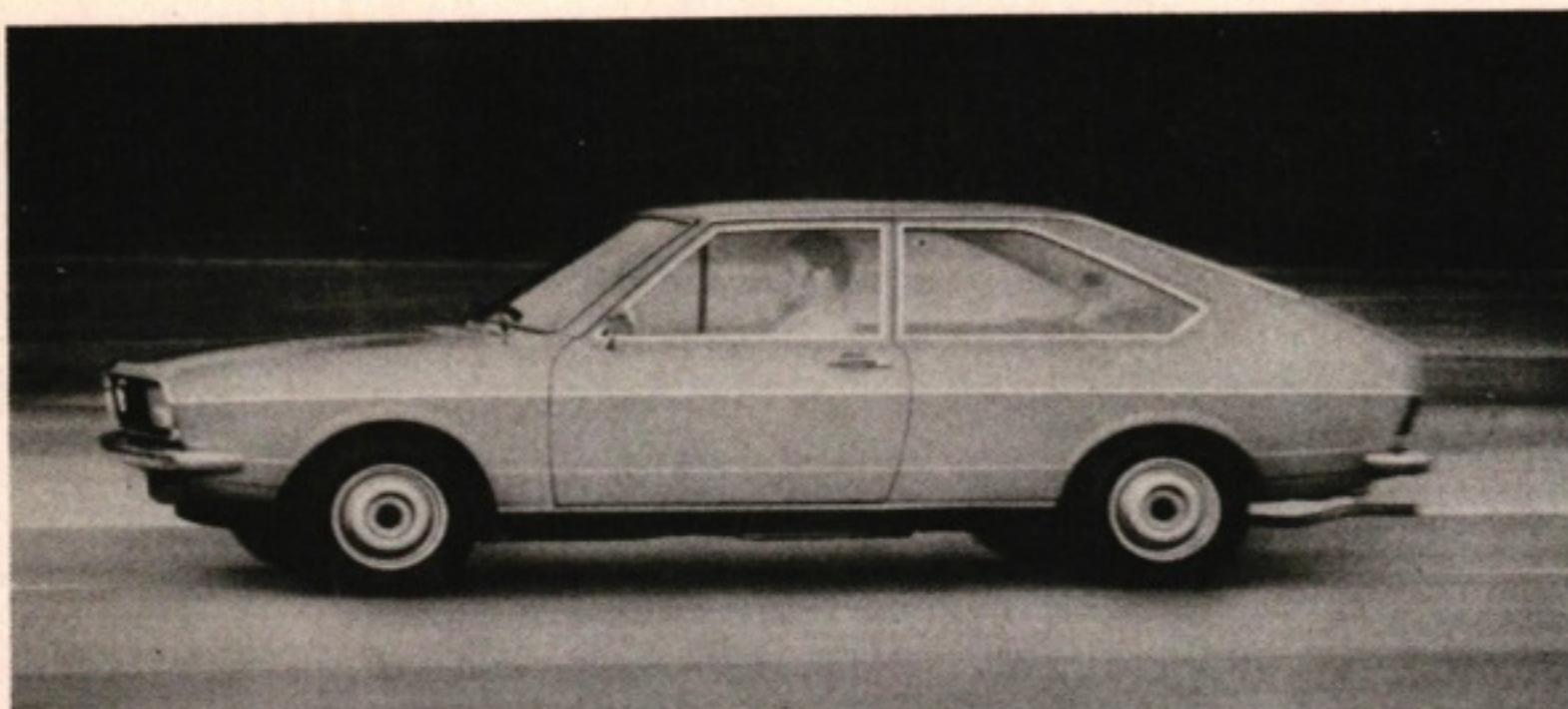
(Stopped at 133 laps, 332.5 miles)

1. Gordon Johncock (STP Eagle-t/c Offy), 2 h 15 m 27.66 s, 159.020 mph;
2. Billy Vukovich (Sugaripe Prune Eagle-Offy);
3. Roger McCluskey (Hopkins McLaren-t/c Offy), 132 laps;
4. Mel Kenyon (Atlanta Falcons Eagle-t/c Foyt), 130 laps;
5. Gary Bettenhausen (Sunoco DX McLaren-t/c Offy), 128;
6. Steve Krisiloff (Norton Spirit Kingfish-t/c Offy), 128;
7. Lee Kunzman (Ayr-Way Eagle-t/c Offy); 8. John Martin (McLaren-t/c Offy); 9. Johnny Rutherford (Gulf McLaren-t/c Offy); 10. Mike Mosley (Lodestar Eagle-t/c Offy); 11. David Hobbs (Carlings Black Label Eagle-t/c Offy).

Retirements: A. J. Foyt/George Snider (Gilmore Broadcasting Coyote-t/c Foyt), 106 laps, gearbox; Dick Simon (Travelodge Eagle-t/c Foyt), 100 laps, piston; Bobby Unser (Olsonite Eagle-t/c Offy), 100 laps, broken connecting rod; Mark Donohue (Sunoco DX Eagle-t/c Offy), 92 laps, broken piston; Joe Leonard (Samsonite Parnelli-t/c Offy), 91 laps; Mike Hiss (Thermo King Eagle-t/c Offy), 91 laps, broken valve; Graham McRae (STP Eagle-t/c Offy), 90 laps, broken exhaust; Jerry Grant (Olsonite Eagle-t/c Offy), 77 laps, broken rod bolt; Al Unser (Viceroy Parnelli-t/c Offy), 75 laps, broken piston; Jimmy Caruthers (Cobre Special Eagle-t/c Offy), 71 laps, broken right front suspension; Swede Savage (STP Eagle-t/c Offy), 58 laps, crashed; Jim McElreath (Norris Eagle-t/c Offy), 54 laps, broken rod bolt; Wally Dallenbach (Olsonite Eagle-t/c Offy), 48 laps, broken rod bolt; A. J. Foyt (Gilmore Broadcasting Coyote-t/c Foyt), 41 laps, engine; Jerry Karl (Oriente Express Eagle-Chevy t/c), 23 laps, still running; Lloyd Ruby (Commander Motor Homes Eagle-t/c Foyt), 21 laps, engine; Sam Sessions (Eagle-t/c Foyt), 14 laps, lost oil pressure; Bob Harkey (Kenyon Eagle-t/c Foyt), 14 laps, engine; Mario Andretti (Viceroy Parnelli-t/c Offy), 5 laps, broken piston; Bobby Allison (Sunoco DX McLaren-t/c Offy), 2 laps, engine; Peter Royson (Gulf McLaren-t/c Offy), 2 laps, crashed; Salt Walther (Dayton-Walther McLaren-t/c Offy), 0 laps, crashed.

The delays because of accidents and rain meant lots of sleep for tired Black Label mechanics.





Volkswagen's Passat—a better proposition for motorway cruising.

Introducing the Passat, VW's rebodied Audi 80

The Volkswagen Beetle is the most successful car ever built and is the only pre-war design still in production. Nobody knows why it is so popular, least of all its manufacturers, and personally I have never been able to like it, but who asked my opinion anyway?

The Beetle is still in full production, but all these new motorways are tending to discourage rear-engined cars, which often behave like drunken crabs in gale-force side winds. So, VW want to go over to front-drive, but their first effort, the K70, has met with some sales resistance. Accordingly, they have taken the Audi 80, rebodied it, and will soon be producing it in vast numbers, in 17 different models. There are three engine options, a 60 bhp 1300, a 75 bhp 1500, and a TS version of the latter rated at 85 bhp. Both two-door and 4-door bodies, with a swept-tail treatment quite unlike the Audi, are available with all three engines, and the 60 bhp and 75 bhp units can be had with a long and impressive 5-door estate body. (There's a basic 55 bhp engine, too, for impecunious Germans only).

Mechanically, the Passat ("trade wind") has a forward mounted four-cylinder water-cooled engine right ahead of the front wheels. The unit is canted over to the right and has a belt-driven overhead camshaft. The MacPherson front suspension has the special steering geometry which I described in great detail in connection with the Audi 80; the rear wheels are on a trailing dead axle.

I was able to drive all three types extensively in Switzerland; these were two-door coupés and I did not bother with the automatic version. Starting with the 60 bhp, I found that the engine was rather noisy at all speeds, which was accentuated by a complete absence of wind noise and very little sound from the tyres. The 75 bhp unit was much quieter at medium speeds but very noisy indeed at maximum revs. The TS, with its 85 bhp engine, was altogether quieter at all speeds as well as having a livelier performance.

MONACO F3 — continued

Martini through the chicane. This looked like being a fabulous race-long battle for the lead with the light blue Alpine trying desperately to displace the Martini until the fourth lap when Leclerc bumped the Martini up the back coming out of the left-hander behind the swimming pool. The Martini went sideways but Laffite caught it all together while Leclerc damaged the steering on the Alpine and cracked a wheel, so immediately started to fall back over the next few laps.

Andersson took over second place—by this time way behind Laffite—and Andersson had a hard time holding off Kuwashima and Serpaggi with the second Alpine driver taking Kuwashima on the seventh lap. Andersson

All the cars had excellent roadholding and very high cornering power. The steering gave a fine sense of control, with strong self-centring action. I must criticise the seats on all the cars, which were hard and gave insufficient lateral location to one's torso. The gearlever linkages were sloppy and provided poor control, a fault which VW have promised to remedy. The brakes have the Audi 80 safety features and stood up well to hard driving.

Speed claims vary from 92.5 mph for the 60 bhp car to 106 mph for the TS. Personally, I had an indicated 112 mph on the level with the TS and 115 mph on a gentle downgrade, so these claims are certainly not excessive.

I have been wrongly alleged, in advertisements, to have voted for the Audi 80 as car of the year. Though I did not do this, I applaud VW for adopting this advanced front-wheel drive design for their new model. Whether or not it will achieve the success of the Beetle would take a brave man to prophesy.

JOHN BOLSTER

SPECIFICATION AND PERFORMANCE DATA
 Car tested: Volkswagen Passat, price £1200 to £1800 according to model.
 Engine: Four-cylinders. Single belt-driven overhead cam-shaft. Single down-draught carburettor, twin-chokes for 85 bhp engine. Dimensions: 75 mm x 73.5 mm (1296 cc) for 60 bhp engine. 76.5 mm x 80 mm (1470 cc) for 75 and 85 bhp engines. Rated bhp developed at 5800 rpm, all engines.
 Transmission: Single dry plate clutch. Fully synchronised all-indirect 4-speed gearbox with central remote control. Automatic transmission available with 1470 cc engine.
 Chassis: Combined steel body and chassis. Independent front suspension by MacPherson struts and lower wishbones with coil springs and anti-roll bar. Rack and pinion steering. Trailing rear axle incorporating anti-roll bar on radius arms and Panhard rod, with coil springs and telescopic dampers. Hydraulic brakes with diagonal circuits, discs in front and drums behind. Servo optional, standard on more expensive models. Bolt-on pierced disc wheels, fitted (60 bhp) cross-ply 155/13, (75 bhp) 155SR 13, (85 bhp) 165/70SR 13 radial-ply tyres.
 Equipment: 12-volt lighting and starting. Speedometer. Water temperature and fuel gauges. Clock and cigar lighter on more expensive models. Heating, demisting and ventilation system. Windscreen wipers and washers. Flashing direction indicators.
 Dimensions: Wheelbase 8 ft 1 1/2 ins, track 4 ft 4 1/2 ins. Overall length 13 ft 9 ins (approx). Weight, 2-door, 1892 lbs, 4-door, 1947 lbs, Estate 2002 lbs.
 Performance (manufacturers' figures): 60 bhp: 92.5 mph, 0-50 mph, 11.0 s, 0-62 mph, 17.5 s. 75 bhp: 100 mph, 0-50 mph, 8.5 s, 0-62 mph, 13.5 s. 85 bhp: 106 mph, 0-50 mph, 8.0, 0-62 mph, 12.5 s.

wouldn't let them by and on the 10th lap Kuwashima didn't reappear. The stud which secures the wishbone to the chassis broke and the Japanese driver fought the March to a safe stop up the hill towards the Casino, despite a nurse demanding that she checked him over! But Ethuin's Martini had now joined up with Serpaggi in trying to oust the wide Swedish March and on the 12th lap Andersson and the Alpine were side-by-side in to the chicane before sense prevailed, with Ethuin right behind, but Ethuin only got a little further before going off in to the armco at Tabac bending the right front wheel back and putting an end to his race. Still Andersson kept out Serpaggi, but on the 18th lap they reappeared down towards the chicane side by side. Andersson still got there first

but he went very wide leaving the corner, brushing the armco and at the Tabac the blue March spun round in to the armco, bending a front radius rod and cracking the bodywork. He continued but only as far as the pits.

With six laps remaining, Serpaggi now had a clear road and continually closed on Laffite. But the gap was just too much and despite how hard the Alpine was thrown through the chicane and around the swimming pool, Laffite got to the line ahead by 1.5 s. A superb effort indeed!

Once Nordstrom had passed Giorgio in a hairy fashion in to the chicane on the third lap, he then disposed of Francia's Brabham to take over third place with the others dropping out, and he further consolidated the placing to the finish, but Nordstrom was then disqualified at post-race scrutineering for having a leaking airbox.

Behind Nordstrom, Francia succeeded in holding up a four car group comprising Magee, Freidrich, Giorgio and Mantova with Magee having taken Freidrich into the chicane when the Brazilian least expected it and Leonel controlled a huge sideways moment to keep in touch. Eventually Magee got by Francia on the 18th lap but was unable to pull away from the yellow Quarry jeans-sponsored Brabham, which had Freidrich, Giorgio and Mantova on its heels for the rest of the race although places never changed again. With Nordstrom's disqualification, the mighty Magee was elevated to a tremendous third and the others also moved up a place.

Mantova's Lotus had been involved in a dice with Dubler before the Italian got by coming into the chicane with Dubler getting airborne in the ensuing moment before continuing some way behind the Italian and Dubler then dropped to last when he went down the escape road at the chicane on the 19th lap and then visited the pits with locking brakes. In eighth place, Torsten Palm and Lucien Guittet remained in close company before the Brabham moved ahead and thereafter pulled away and performed the last lap with the front wheels well in to the air at the chicane after riding over the boards. The remaining finishers were the Italian Brabham drivers Francisci, Pesenti - Rossi and Lombardi, the first two spending the whole race in close company.

Russell Wood's March was gradually working through the field with Mantova's Lotus when the fuel pressure problems returned and the March slowed with its engine sounding very sick before pulling off at Portier. Another unlucky Englishman was Mike Wilds. He was in the same company as Wood when he came to pass the slowing Leclerc into the chicane on the eighth lap. Leclerc had been dropping back steadily for some time, and Wilds attempted to pass just before the bend when the two cars touched and the Dempster Ensign went sailing through the air before making a hefty landing near the harbour front (even the divers in the harbour got ready!) and Wilds continued in the same position to Tabac where a puncture caused in the collision, sent him in to the armco damaging the car considerably. Leclerc retired after that as well, disappointed not to have made his name at Monaco this year.

15th Grand Prix Monaco Formula 3 John Player Formula 3 Championship round Final, 24 laps

1. Jacques Laffite (Martini-Holbay Mk 12), 39 m 24.1 s, 119,800 kph;
2. Alain Serpaggi (Alpine Renault-Dudot A364), 39 m 25.6 s;
3. Damien Magee (Brabham-Novamotor BT41), 39 m 47.3 s;
4. Giorgio Francia (Brabham-Novamotor BT41), 39 m 48 s;
5. Leonel Freidrich (March-Holbay 733), 39 m 48.6 s;
6. Carlo Giorgio (March-Novamotor 733), 39 m 48.8 s;
7. Guadenzio Mantova (Lotus-Novamotor 69), 39 m 50.6 s;
8. Torsten Palm (Brabham-Novamotor BT35), 40 m 0.1 s;
9. Lucien Guittet (Alpine Renault-Dudot A364), 40 m 5.4 s; 10. Claudio Francisci (Brabham-Novamotor BT41), 40 m 0.3 s.

Fastest lap: Conny Andersson (March-Novamotor 733), 1 m 36.6 s, 122 kph.
Heat 1 (16 laps): 1. Michel Leclerc (Alpine Renault-Dudot A364), 26 m 29.9 s, 118,326 kph; 2. Christian Ethuin (Martini-Vegantone Mk 12), 26 m 33.4 s; 3. Masami Kuwashima (March-Holbay 733), 26 m 39.6 s; 4. Giorgio, 26 m 50.2 s; 6. Freidrich, 26 m 51.5 s. **Fastest lap:** Serpaggi, 75.284 mph.
Heat 2 (16 laps): 1. Laffite, 26 m 28 s, 118,899 kph; 2. Andersson, 26 m 35.9 s; 3. Francia, 26 m 41.5 s; 4. Gunnar Nordstrom (GRD-Holbay 373), 26 m 43.7 s; 5. Mantova, 26 m 44.2 s; 6. Jorg Dubler (Brabham-Novamotor BT35), 26 m 57.4 s. **Fastest lap:** Laffite, 1 m 37 s, 121,657 kph.

Richard Mallock, Tiff Needell and Alex Clacher shared major honours at the BRSCC(N)'s offering at Cadwell on Sunday. Mallock's U2 Mk 12 triumphed in an intensely exciting ShellSport Clubman's qualifier in which Creighton Brown's U2 Mk 11B set the only new class lap record of the day. Although fortunate to survive a last-lap tangle with a back-marker, Tiff Needell (Lotus-Scholar 69F) won a hard fought Tate/Yorkshire Post FF final, while Alex Clacher won the Esso Uniflo Special saloon round outright with his Imp; a performance which earned him an extra £30 from BMW Concessionaires as he was adjudged "Man of the Meeting." BMW will be presenting a similar award and trophy at the remaining BRSCC(N) race meetings this season.

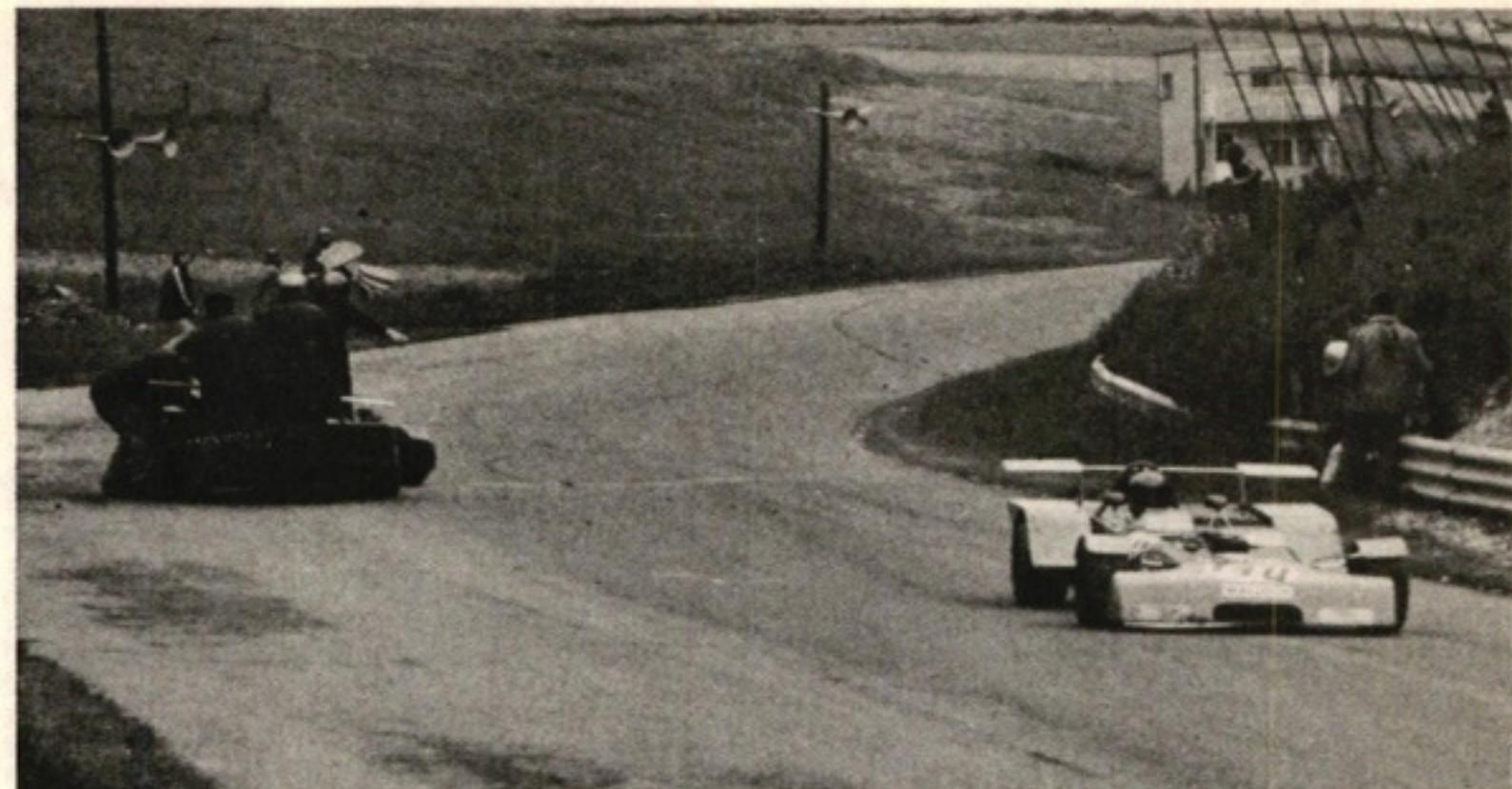
A very heavy shower of rain greeted competitors for the first Formula Ford heat, and consequently there were numerous spins in the early laps. Pete Clark shot the Wigley Crosslé 25F into an initial lead, but Peter Harrington (Archer and Sharpe Cougar 73F) came steaming through to take the lead on lap two, while Tiff Needell's still unsponsored Lotus 69F also took Clark a lap later. The only close racing in the wet conditions was for fourth place as Graham Elkington's Claire James Royale RP16 just managed to hold off Kel Hesketh's smart new Stein Lager-supported Merlyn Mk 24.

A drier track encouraged closer racing in heat two with an early scrap for the lead between Mike Wrigley's Merlyn Mk 11A and Graham Cuthbert's Lotus 69F. Despite requiring attention on the grid, the Merlyn kept the lead to the end, while Cuthbert lost a lot of ground on lap seven, falling back into the clutches of Ed Wilcox's Merlyn Mk 11A and Brian Holland's Ginetta G18. Cuthbert held his place while Holland spun on the last lap and chipped behind the Royale RP16 of Roy Klomfass who had made excellent progress from a back-of-the-grid start.

A legion of non-starters made a joke out of an already thin Mod Sports and Sports GT field. The idea of running the six survivors with the Libre cars was rejected on account of the speed differential, so the separate race was reinstated, but was cut to six laps. Interest was maintained for several laps as Johnnie Blades relentlessly hounded Simon Kirkby's Spectre t/c with the rapid little works Heron Furniture Clan. Kirkby went off on lap four and returned to the fray with an air intake full of grass, well behind Blades.

A disappointed non-starter in the Esso Uniflo Special Saloon race was Chris Meek. The Princess Ita-entered Escort BDE had a prop shaft coupling break in practice. Since Derek Huntley's Escort FVC spun on the first lap, the race became a three-cornered fight with Bob Fox's Paul Ivey t/c-engined Mini striving to keep Clacher and an advancing Tom Powell (Mini-Cooper S) at bay. The picture changed on lap six as Fox retired with a suspected dud transistor box after he lost power, and Powell seized the lead. However, the latter lost time on the following lap, and Clacher's Imp was back ahead for the duration. Tony Sugden's Brook Hire Escort TC took a solid third place ahead of Dennis Welch's 1650 Anglia, George Potter's 1.0 Mini, and Graham Wood's bigger-engined Mini, with Huntley climbing back up to seventh place by the end.

The crowded Tate/Yorkshire Post FF final began with Harrington taking the lead while fellow front row men Wrigley was slow away. Graham Cuthbert came up into second place, but Needell was advancing fast and soon relieved Cuthbert of the task of harrying Harrington, who was driving without the benefit of a clutch. Needell pestered the Cougar until lap five when he found a way past, but despite his disadvantage Harrington hung on till the last lap. A back-marker chopped the leaders and a tangle resulted which left Needell clean ahead and Harrington coasting to restart the Cougar. Unknown to the championship leader, the Cougar's steering was damaged, and as he arrived at Barn the steering failed and he hit the brakes hard—with astonishingly little damage to the car and none to himself. Wrigley



Richard Mallock's U2 passes the stricken similar car of Frank Sytner, which ended its race against the Armco.

CADWELL PARK

Epic Clubman's race to Mallock; Needell's FF points

finally took second place as Cuthbert disappeared on lap six, and Pete Clark, who had come changing up to third on lap five, slid back down behind Wrigley and, on the last lap, Graham Elkington. Ed Wilcox's attenuated RP16 Mk 11A and Bill Burley's Royale RP16, which had spun in its heat, completed the points scorers in fifth and sixth places.

Frank Sytner sprang straight to prominence in the ShellSport Clubman's Championship. On only its second competitive outing (it won at Silverstone), Frank's sparkling Ray Mallock-sorted U2 Mk 11B was on pole position, and dived straight into the lead. A four-car battle commenced with Sytner leading Dick Mallock's Mk 12, Barry Foley's St Bruno and Noel Stanbury's Gryphon. Mallock at last nipped by Sytner on lap five, and on the same lap Catchpole copped it and fell to fifth. Stanbury's Gryphon was smoking and on lap eight the maroon car was out with an oil leak. Alas, Sytner's BRG car had already gone, the U2 hitting the bank at Mansfield horribly hard, fortunately without hurt to the quality car purveyor. All this left Mallock with a safe lead from a rapidly recovering Foley—undeterred by a rather loose nosecone. The U2s of Barry Smith and Brian Husbands and Sid Marler's Gryphon took the next three places in quick succession, then came an absolutely fabulous battle which also incorporated the 1-litre class struggle. This sixsome was headed by the 1600s of Caldwell Smyths (Gryphon with Swindon/Cosworth power) and Neil Padden (U2 Mk 11B), and then 0.4 s later Creighton Brown's class-winning and record-breaking U2 Mk 11B, just ahead of arch-rivals Martin White (U2 Mk 11), Derek Walker (Ladybird) and Martin Young (U2 Mk 11B). Even Peter Cooke's U2 Mk 8B/11 only fell away slightly in the closing stages. Only the sad demise of Sytner's car spoiled a tremendous race.

Martin Watson had difficulty finding a gear at the start of the Libre race, and as the Atlantic GRD hesitated, George Silverwood took a lead he never looked like losing in Derek Buller-Sinfield's over geared Chevron B25. Watson climbed up to a good second but went missing on lap six, retiring a very muddy GRD. Roger Craven's F3 GRD 372 was left in a good second place, ahead of Sid Marler's Gryphon. Bob Leckie retired from fourth place after starting on the 10 s

mark following a rather fraught day. He was on unsuitable wet tyres, and he wasn't catching the leaders, so he packed it in rather than flog his BT36-FVC unnecessarily.

CHRIS MASON

Tate and Yorkshire Post Formula Ford championship round. Heat one (10 laps): 1, Peter Harrington (Cougar-Scholar 73F), 19 m 52.2 s, 67.94 mph; 2, Tiff Needell (Lotus-Scholar 69F), 20 m 04.8 s; 3, Pete Clark (Crosslé-Rowland 25F), 20 m 18.8 s; 4, Graham Elkington (Royale-NBE RP16), 20 m 28.8 s. Fastest lap: Needell, 1 m 56.0 s, 69.83 mph.

Tate and Yorkshire Post Formula Ford championship round. Heat two (10 laps): 1, Mike Wrigley (Merlyn-Scholar Mk 11A), 18 m 38.6 s, 72.74 mph; 2, Graham Cuthbert (Lotus-Rowland 69F), 19 m 03.0 s; 3, Ed Wilcox (Merlyn-Rowland Mk 11A), 19 m 05.0 s; 4, Roy Klomfass (Royale-Byrne RP16), 19 m 15.4 s. Fastest lap: Wrigley, 1 m 47.8 s, 75.14 mph.

Northern Mod Sports and Yorkshire Evening Post Sports GT championship round (6 laps): 1, Johnnie Blades (1.0 Clan Crusader), 11 m 34.0 s, 70.03 mph; 2, Simon Kirkby (1.6 Spectre-Ford Lotus TC), 11 m 41.0 s; 3, Russell Bracegirdle (1.6 Triumph Spitfire); 4, Barrie Mutton (1.1 Austin Healey Sprite).

Mod Sports up to 1150 cc: 1, Blades, 70.03 mph; 2, Bracegirdle; 3, Mutton. Fastest lap: Blades, 1 m 52.0 s, 72.32 mph.

Sports GT 1301-2000 cc: 1, Kirkby, 69.33 mph. No other starters. Fastest lap: Kirkby, 1 m 54.4 s, 70.80 mph.

Esso Uniflo Special Saloon Car championship round (10 laps): 1, Alex Clacher (1.0 Hillman Imp), 18 m 24.0 s, 73.37 mph; 2, Tom Powell (1.3 Mini-Cooper S), 18 m 32.8 s; 3, Tony Sugden (1.9 Ford Escort TC), 19 m 03.6 s; 4, Dennis Welch (1.6 Ford Anglia), 19 m 13.2 s.

Over 1300 cc: 1, Sugden, 70.63 mph; 2, Welch; 3, Derek Huntley (1.8 Ford Escort FVC/Abbott). Fastest lap: Sugden, 1 m 51.0 s, 72.97 mph.

1001-1300 cc: 1, Powell, 72.79 mph; 2, Graham Wood (1.3 Mini-Cooper S); 3, Brian Noon (1.3 Mini-Cooper S). Fastest lap: Powell, 1 m 47.6 s, 75.28 mph.

Up to 1000 cc: 1, Clacher, 73.37 mph; 2, George Potter (1.0 Mini-Cooper S); 3, Graham Goode (1.0 Ford Anglia). Fastest lap: Clacher, 1 m 45.0 s, 76.42 mph.

Tate and Yorkshire Post Formula Ford championship round (final 12 laps): 1, Tiff Needell (Lotus-Scholar 69F), 20 m 36.2 s, 78.63 mph; 2, Mike Wrigley (Merlyn-Scholar Mk 11A), 20 m 58.4 s; 3, Graham Elkington (Royale-NBE RP16), 20 m 56.4 s; 4, Pete Clark (Crosslé-Rowland 25F), 20 m 56.8 s; 5, Ed Wilcox (Merlyn-Rowland Mk 11A), 21 m 15.2 s; 6, Bill Burley (Royale-Ledgar RP16), 21 m 34.4 s. Fastest lap: Needell and Peter Harrington (Cougar-Scholar 73F), 1 m 40.6 s, 80.52 mph.

ShellSport and Northern Clubman's championship round (10 laps): 1, Richard Mallock (Mallock U2-Holbay Mk 12), 16 m 36.8 s, 81.26 mph; 2, Barry Foley (1.6 St Bruno Roughcutter-Holbay), 16 m 47.6 s; 3, Barry Smith (1.6 Mallock U2-Holbay Mk 11B), 17 m 00.0 s; 4, Brian Husbands (1.6 Mallock U2-Holbay Mk 12), 17 m 04.2 s. Fastest lap: Mallock, 1 m 35.6 s, 84.73 mph.

Up to 1000 cc: 1, Creighton Brown (1.0 Mallock U2-Holbay Mk 11B), 76.24 mph; 2, Martin White (1.0 Mallock U2-Holbay Mk 11); 3, Derek Walker (1.0 Ladybird-Holbay Mk 10). Fastest lap: Brown, 1 m 42.6 s, 78.95 mph (record).

Formule Libre Incorporating Northern Single-Seater championship round (10 laps): 1, George Silverwood (1.6 Chevron-BDA/Smith B25), 15 m 54.4 s; 2, Roger Craven (1.6 GRD-Vegantune 372), 16 m 10.4 s; 3, Sid Marler (1.6 Gryphon-Holbay C73), 16 m 53.8 s; 4, Norman Moffett (1.6 GRD-Holbay 372), 16 m 08.4 s (9 laps); 5, Jimmy Wickiser (1.6 Elden-Scholar Mk 10), 9 laps; 6, Geoff Lambert (1.6 Brabham-Vegantune BT38), 9 laps. Fastest lap: Silverwood, 1 m 32.2 s, 87.85 mph.

Since the Boxing Day meeting has been cancelled, the NSCC were able to take up the spare long circuit date for their club meeting last Sunday and a very enjoyable day it proved to be... on the whole. The generosity of Mick Hill, Bill Creasey and Tricentrol provided champagne for all and £100 to the winner in the *formule libre* race and it was surprising that there were not more takers. Jack Paterson and Peter Deal, two veterans of the sport, fought over the lolly with the former eventually getting it by 1 s in his Formula Atlantic Wimhurst after a close tussle. The worst moment of the afternoon came during the first Formula Ford event when a dog escaped on to the track and defied all efforts to be caught. For some reason the race was allowed to continue for another eight laps and it was miraculous there was no accident. When we last heard neither the dog nor its owner had been put down.

The NSCC have established a good following for their mod sports Protheroe Trophy and were able to run two races. The smallest classes ran with the two 3-litre cars to open the programme. Tony Williams in the Team Ziebart 1.3 Sprite led away from Jim Adamson's Steve Leech Plant Hire Ginetta G4 but the latter spun at Gerards on lap 2, which he was to regret very much a few laps later when Williams retired with a snapped throttle cable. Another G4 in trouble was Brian Lambert's, with overheating, so that the lead was taken over by another 1.3 Sprite driven by James Buckton who ran out the winner by 3.8 s from the inevitable Reg Woodcock and his faithful Triumph TR3. Adamson made his way back to seventh by the end while John Truslove put in a good drive in the ex-Ian Hall Mk I Sprite to climb up to fifth on the road after a late push start.

The next race was totally spoiled by the dog which appeared on lap 3 and stayed for the duration on the pit straight. It would surely have been better to have stopped the race, exterminate the dog and start all over again. As it was, the pattern set on lap 2 remained to the end with very little changing of places as drivers proceeded with caution. Peter Orlando's win in his Longman-engined Merlyn Mk 20A was pretty inevitable anyway, while Glenn Eagling's Lotus 61 incurred a minute penalty for start-jumping, removing him from second place which he had won after a hard tussle with Alo Lawler's Royale RP16.

The Peter Wingfield Trophy round attracted some good clubmen's entries despite the Shell/GG round at Cadwell. Terry Cockerell's U2 had pole position and justified this by leading for the first four laps from a hotly-pursuing Peter Evans (Access/Lotus 7X) and Malcolm Jackson (BGL Mk I). These three were never more than a car's length apart throughout but Cockerell was removed from his perch on lap 5 by Evans when the U2 began to suffer a mysterious misfire at Devils Elbow. Evans maintained his advantage to the end but Cockerell hung on grimly and kept second from the pressing Jackson. With the retirement of Rob Cochran's Bladon BRL5 with a bad, untraceable misfire and a long sojourn in the pits by Richard Cresswell while his Phantom's plugs were changed, fourth was keenly disputed by the U2 Mk 11Bs of Barry Joell and Mel Ross, both down from

Brian Hough's TVR is chased by Jon Fletcher's Elan; but leader John Pearson has already gone through.



MALLORY PARK

Tricentrol prize to Paterson; Pearson takes modsports win from Hough

Croft for the day, the former winning out by 0.2 s. Tim Gath in the F1200 U2 Mk 11B occasionally driven by Arthur Mallock should have won his class but the gearbox broke up and Bunny Kyd's enterprising driving of the FTB Mk 1 was rewarded instead.

A splendid entry of many of the best mod sports cars appeared for the next race and much was anticipated. John Pearson stormed off pole position in the incredible Jaguar XK120 and stayed in front throughout, chased hard by Brian Hough in the rumbling TVR Tuscan V8. Hough had as much trouble from Jon Fletcher in his "new image" Elan which remained firmly fixed to his rear, as he had staying with Pearson but back markers strung them out a little towards the end. Catching Fletcher in the closing stages was John Absalom's "enlarged" Ginetta G4, which looks even more resplendent this year, while Richard Jenvey pressed on to take fifth with severe overheating in his supercharged Midget, which had passed Fletcher on the first lap before the temperature began to rise. Rhoddy Harvey-Bailey gave his rebuilt Corvette an outing, starting from the back of the grid with a 10 s penalty but he had only made his way up to 10th before a misfire set in and caused retirement. Fletcher broke Richard Lloyd's class record but Pearson and Hough both failed to better Harvey-Bailey's over 3-litre time by 0.2 s, although the programme suggested a new record had been established.

The second Formula Ford thrash was the traditional carve-up involving initially Terry Fisher's Merlyn Mk 20A and John Murphy's Hawke DL10. Just after half-distance Fisher spun at the hairpin while trying desperately to regain the lead, retiring soon afterwards while Chris Woodcock (Merlyn Mk 20A) was starting to close up after being elbowed aside at the hairpin on lap one. Closer and closer came Woodcock whereupon Murphy's gear-lever broke off and the Merlyn was handed the race with just over a lap to go. Steve Jefferies, in the Merlyn with which Graham Perry had finished third in the first race, went one better and came second ahead of Terry Horrock's Chevron-based device.

On the first day of his honeymoon Ray Edge hoped to give himself a wedding present by winning the 1-litre special saloon race in his Mini-Ford. Martin Sellicks (Cooper S) had other ideas and drove his obviously slower car very hard to stay in contention. For several laps Sellicks grabbed the lead at the hairpin and led across the line, only to be retaken at Gerards. On lap 7 he tried a rash move into the Esses which sent both Minis spinning and put Edge out of the race. Bill Barrett had been keeping very close to the two leaders without becoming too involved and was now able to take his self-prepared Cooper S to a well-deserved first win with Sellicks achieving second, before returning to the paddock and the wrath of the Edge family.

Peter Deal's old Brabham BT21 was good enough for pole position for the *libre* race and he led for two laps before Jack Paterson took over in the Wimhurst with its more potent BDA as against Deal's Vegantune twin-cam. With a difference of £80 between first and second places, Deal never gave up his pursuit but could only close to within one second at the flag. Philip Guerola's ex-John Watson Brabham BT30/36 was quick enough down the straights to hang on to third at the expense of Jerry Gambs's F3 GRD 373, which was obviously being badly held up in the corners. Robin Strange's Dylon LD9B t/c was with this pair until he lapsed on to three, and then two cylinders.

The larger saloons provided a sensational finale. Doug Niven's Celtic Homes Boss Escort looked a certain winner while Bill Cox's Capri-Chrysler and Nick Wattiez's ex-Longman Cooper S gave chase. But with three laps to go the Escort showed the first signs of fuel starvation, allowing Cox and Wattiez to come ever closer. On lap 9 the Capri actually edged past at Gerards as the misfire slowed the Escort even more but there was sufficient urge on the straights to put Niven in front once more. On the last lap, it was touch and go whether Niven would finish at all, but he just made it as Cox accelerated hard out of the hairpin and down Devils Elbow. Alas, the Capri clipped Wattiez as the two cars entered Devils Elbow, tipping the Mini over and depriving Wattiez of a well-earned third overall and class win, although he climbed out unhurt.

IAN TITCHMARSH

Modified Sports Cars (10 laps): 1, James Buckton (1.3 Austin-Healey Sprite), 9 m 59.2 s, 81.11 mph; 2, Reg Woodcock (2.2 Triumph TR3), 10 m 3.0 s; 3, Richard Storey (1.3 MG Midget), 10 m 13.2 s; 4, Garry Wilson (1.1 Austin-Healey Sprite), 10 m 19.2 s.

2001 to 3000 cc class: 1, Woodcock, 80.60 mph; 2, Andy Garlick (2.1 Morgan Plus 4); no other starters. **Fastest lap:** Woodcock, 59.0 s, 82.37 mph.

1151 to 1300 cc class: 1, Buckton, 81.11 mph; 2, Storey; 3, Adrian Tilbury (1.3 MG Midget). **Fastest lap:** Tony Williams (1.3 Austin-Healey Sprite), 57.0 s, 85.26 mph (new record).

Up to 1150 cc class: 1, Wilson, 78.49 mph; 2, John Truslove (1.1 Austin-Healey Sprite Mk 1); 3, Jim Adamson (1.0 Ginetta-Felday G4). **Fastest lap:** Adamson, 56.4 s, 86.17 mph.

Formula Ford (10 laps): 1, Peter Orlando (Merlyn-Longman Mk 20A), 8 m 57.4 s, 90.43 mph; 2, Alo Lawler (Royale WRA RP16), 9 m 4.4 s; 3, Graham Perry (Merlyn-Scholar Mk 20A), 9 m 13.0 s. **Fastest lap:** Orlando, 51.4 s, 94.55 mph.

Clubmen's Formula over 1000 cc and Formula 1200 (10 laps): 1, Peter Evans (1.6 Access/Lotus-Holbay 7X), 8 m 28.2 s, 95.63 mph; 2, Terry Cockerell (1.6 U2-Holbay Mk 11B), 8 m 28.6 s; 3, Malcolm Jackson (1.6 BGL-Holbay Mk 1), 8 m 29.6 s; 4, Barry Joel (1.6 U2-Holbay Mk 11B), 8 m 45.4 s.

Clubmen's Formula over 1000 cc class: 1, Evans, 95.63 mph; 2, Cockerell; 3, Jackson. **Fastest lap:** Cockerell, 48.8 s, 99.59 mph.

Formula 1200 class: 1, Bunny Kyd (1.2 FTB-Ford Mk 1), 81.91 mph; 2, Richard Hood (1.2 Antares-Lucas/Ford); only finishers. **Fastest lap:** Tim Gath (1.2 U2-Davron/Ford Mk 11B), 53.6 s, 90.67 mph.

Modified sports cars (10 laps): 1, John Pearson (3.8 Jaguar XK120), 8 m 44.8 s, 92.61 mph; 2, Brian Hough (5.4 TVR Tuscan V8), 8 m 48.8 s; 3, Jon Fletcher (1.8 Lotus Elan), 8 m 50.4 s; 4, John Absalom (1.6 Ginetta-Ford G4), 8 m 53.0 s.

Over 3000 cc class: 1, Pearson, 92.61 mph; 2, Hough; 3, Maurice Gates (5.0 TVR Tuscan V8). **Fastest lap:** Pearson and Hough, 51.4 s, 94.55 mph.

1301 to 2000 cc class: 1, Fletcher, 91.63 mph; 2, Absalom; 3, Richard Jenvey (1.3 MG Midget s/c). **Fastest lap:** Fletcher, 51.4 s, 94.55 mph (record).

Formula Ford (10 laps): 1, Chris Woodcock (Merlyn-Cooper Mk 20A), 8 m 49.6 s, 91.77 mph; 2, Steve Jefferies (Merlyn-Scholar Mk 20A), 8 m 54.8 s; 3, Terry Horrocks (Horrocks/Chevron-Rowland), 9 m 1.4 s. **Fastest lap:** Woodcock, 51.2 s, 94.92 mph.

Special saloons up to 1000 cc (10 laps): 1, Bill Barrett (1.0 Mini-Cooper S), 9 m 40.6 s, 83.70 mph; 2, Martin Sellicks (1.0 Mini-Cooper S), 9 m 42.8 s; 3, Nick Birch (1.0 Hillman Imp), 9 m 51.8 s. **Fastest lap:** Sellicks and Ray Edge (1.0 Mini-Holbay S), 56.0 s, 86.78 mph.

The Aquarius, Dunstable Trophy for Formule Libre (10 laps): 1, Jack Paterson (1.6 Wimhurst-Cosworth BDA), 8 m 13.2 s, 98.54 mph; 2, Peter Deal (1.6 Brabham-Vegantune BT21D t/c), 8 m 14.2 s; 3, Philip Guerola (1.9 Brabham-FVC BT30/36), 8 m 25.4 s; 4, Jerry Gambs (F3 GRD 373), 8 m 26.6 s. **Fastest lap:** Paterson, 47.8 s, 101.67 mph.

Special saloons (10 laps): 1, Doug Niven (5.7 Ford Escort V8), 9 m 11.6 s, 88.11 mph; 2, Bill Cox (6.2 Ford Capri-Chrysler V8), 9 m 11.8 s; 3, Cellin James (3.0 Ford Escort-Martin V8), 9 m 34.2 s; 4, Tony Ward (1.7 Ford Escort TC), 9 m 36.0 s.

Over 1300 cc class: 1, Niven, 88.11 mph; 2, Cox; 3, James. **Fastest lap:** Cox, 53.8 s, 90.33 mph.

1001 to 1300 cc class: 1, Michael Shearer (1.3 Mini-Cooper S), 83.94 mph; 2, Nigel Clark (1.3 Mini-Cooper S); 3, Pauline Richardson (1.3 Mini-Cooper S). **Fastest lap:** Nick Wattiez (1.3 Mini-Cooper S), 54.2 s, 89.67 mph.

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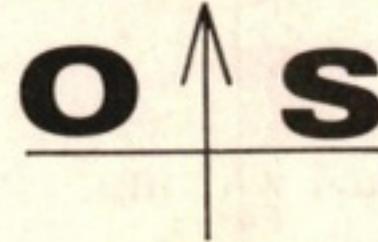
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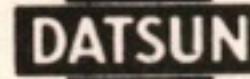
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ELGIN Borough Briggs Motors Ltd, Borough Briggs Road. Tel: 2797.

PERTHSHIRE

PERTH Dickson Motors Perth Ltd, 2 Dunkeld Road. Tel: 28211.

RENFREWSHIRE

PAISLEY David Blane & Son Ltd, Weir Street. Tel: 041-889 6866/7/8.

SELKIRKSHIRE

GALASHIELDS Melrose Road Service Station, Melrose Road. Tel: 3063.

STIRLINGSHIRE

FALKIRK Falkirk Motor Market Ltd, 15 Grahams Road. Tel: 22611.

WALES

CAERNARVON

CAERNARVON Caernarfon Motors Ltd, Red Garages, Bangor Road. Tel: 2475.

DENBIGHSHIRE

RUTHIN Shipside (Ruthin) Ltd, Park Road. Tel: 2574.

WREXHAM N. & G. Dickens Bros, Penryn Garage, New Broughton. Tel: 3175.

GLAMORGAN

CARDIFF Evan Williams Jnr. (Cardiff), Ltd, 516 Cowbridge Road East. Tel: 561212.

HENGOED Charles Jenkins & Sons, Commercial Garage, New Road. Tel: Pengram 344.

SWANSEA Moorcroft Motors Ltd, Orchard Street. Tel: 50790.

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DOLGELLAU W. D. Pugh & Sons Ltd, Bala Road. Tel: 422681.

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NEWPORT Sims of Newport Ltd, Spyty Road. Tel: 74891.

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HAVERFORDWEST Portfield Motors (Haverfordwest) Ltd, Portfield. Tel: 3414/5.

NORTHERN IRELAND

BALLYCASTLE J. McNeill, Margy Bridge. Tel: 478.

BALLYMENA M. D. Motors, Church Street. Tel: 4214.

BANGOR Davidson & Co, Belfast Road. Tel: 357/4600.

BELFAST Geddis Cars, 20 Adelaide St. Tel: 33761.

BELFAST Phillips Ltd, 226/248 York Street. Tel: 747133.

COOKSTOWN Samuel J. Bell, Burn Road. Tel: 2353.

DROMORE McGlones Car Sales, Omagh Road. Tel: 228.

DERRYLIN J. Gilleece. Tel: 280.

LONDONDERRY C. B. Motors, 73 Spencer Road. Tel: 65922/65044.

PORTADOWN Prentice & Sons, Armagh Road. Tel: 32469.

PORTAFERRY Quinn Bros., High Street. Tel: 422/317.

RAITHFRILAND McAuley Bros., 18 Newry Street. Tel: 626.



Datsun U.K. Limited, Datsun House, Brighton Road, Worthing, Sussex. Tel: Worthing 204441.



The 240K GT is a roomy four-door saloon, retaining much of the sporting character of the 240Z.

Datsun's impressive new 240K GT 4-door saloon

The Datsun 240Z has won a splendid reputation as an almost indestructible rally car of considerable performance. On the road, its six-cylinder engine gives effortless high-speed cruising and its independent rear suspension encourages fast driving on bad roads. Only its compact 2-seater coupé body limits its appeal as a general-purpose car.

The new 240K GT, which I have been testing in Portugal, is a 4-door, 4/5-seater saloon developed from the famous sports car. It has the same overhead-camshaft six-cylinder engine of 2.4-litres capacity, with its hefty seven-bearing crankshaft, but it is in a slightly lower stage of tune in the interest of flexibility. A twin-choke downdraught Hitachi carburettor replaces the two SU-type instruments, with a recirculating fuel system to avoid vapour-lock troubles. High praise must be given to the engine installation, which gives truly excellent accessibility to every under-bonnet component that might require servicing.

It is excellent that the independent rear end of the 240Z has been retained, with competition-type driveshafts incorporating roller-bearing slip-joints. The four-speed, all-synchromesh gearbox drives through a divided propeller shaft and automatic transmission is available. There is MacPherson geometry in front, in conjunction with a recirculating-ball steering gear.

Though the 240K GT is a roomy four-door saloon, it retains much of the sporting character of the 240Z, partly because it is

light for its size. It has a really spacious interior, attractively furnished and with plenty of proper round instruments. The driving

The rear end is pleasantly clean and uncluttered

position is comfortable, aided by an adjustable steering column, though a very tall man might ask for more leg room.

The first thing that struck me about the car was the phenomenally quiet idling of the engine—indeed, I disgraced myself by trying to start it when it was already running! It never becomes noisy, even when really pressed, and the gearbox is also quiet in all ratios. The engine is very flexible and allows a lazy driver to creep through towns in top gear, but it remains smooth at over 6000 rmp.



Road test

allowing an indicated 90 mph to be obtained in third gear.

The makers reckon that this is a 115 mph car and though the roads of Portugal are far from being speed tracks, I saw 119 mph on the speedometer. There was no opportunity

to make an accurate stopwatch check but I shall be taking performance figures when I carry out a full-length road test in due course. Running up through the gears, the Datsun accelerates very well but it also picks up surprisingly quickly in top gear, the engine

producing a smooth surge of power in the middle ranges.

The suspension is not particularly soft but the car rides well on bad roads, of which there are plenty in Portugal. The handling tends towards under-steering and the rear tyres never let go, even over the worst bumps. Hard driving produces some tyre scream, but only when the limit is approached. The 240K GT is fast through corners and gives the driver a great feeling of confidence. It is steady at speed in side winds but there is a good deal of steering column shake on really poor surfaces.

Up in the hills, the roads are never straight, corner following corner in endless succession. Here I found the steering pleasantly light, in spite of the big tyres. The control at first does not seem to have the absolute accuracy of the best rack and pinion systems, but this impression does not persist. When really trying on downhill mountain stretches, I did succeed in making the brakes fade but they recovered quite rapidly. It is my impression, however, that Mr Ferodo still knows a thing or two about friction linings that the Japanese have yet to learn.

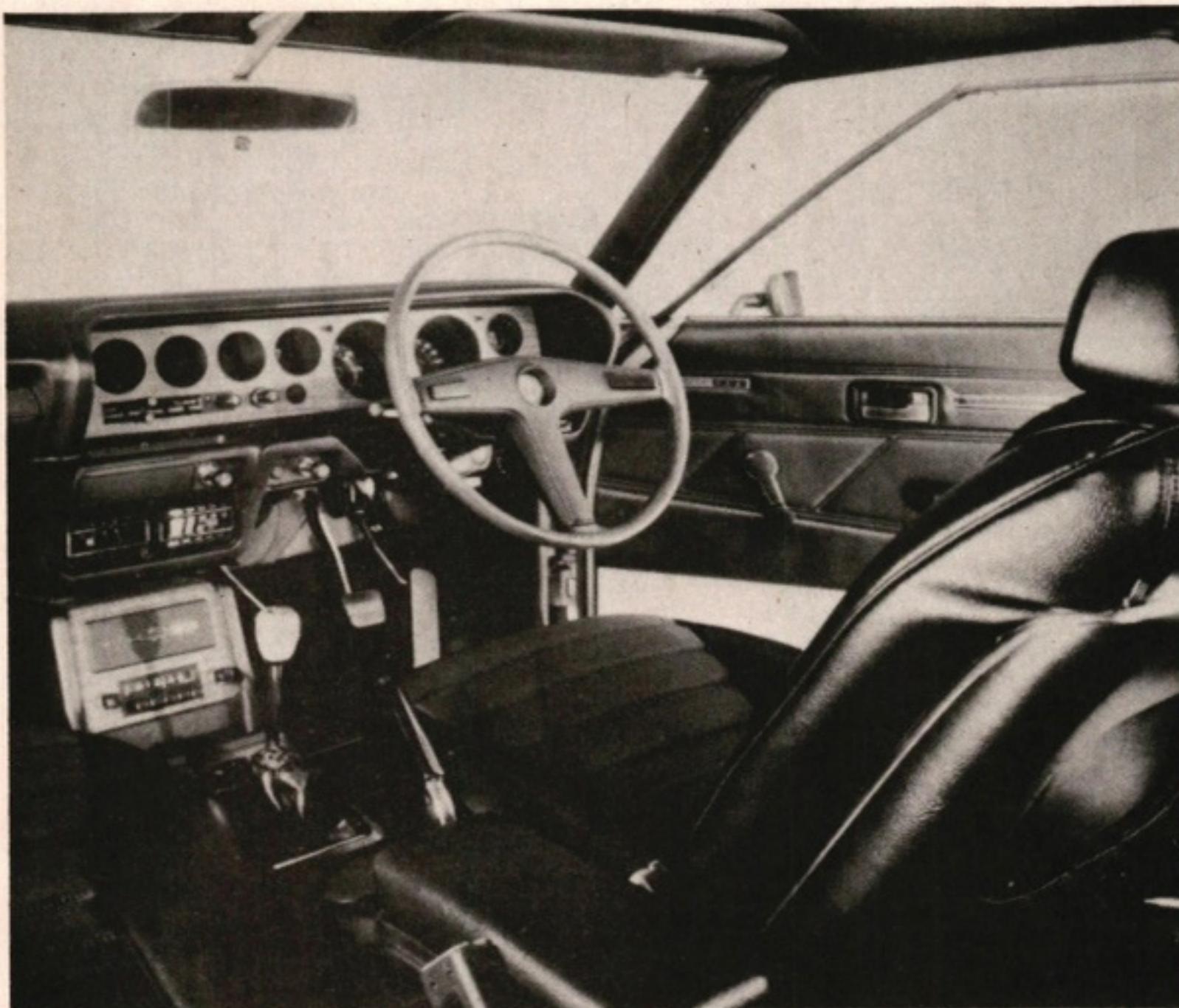
As the engine and transmission are unusually quiet, one does notice some wind noise at high speeds. The tyre noise is well suppressed, though there are some surfaces which can provoke it. The overall effect is of a refined and quiet car, with a welcome absence of the booming from the body panels which is such a frequent source of annoyance in four-cylinder cars.

Personally, I find the big Datsun rather handsome and it is certainly well finished. The engine is immensely sturdy and its reliability in the 240Z is proverbial. In this slightly less potent form it is not at all highly stressed and should have a long and trouble-free life. As I tested the machine in a warm country, I was unable to pronounce on the heating system, but the rather small inlets for cool breathing air were actually quite effective. Though I drove all day and covered a considerable mileage, I had to hand the car back before I could gauge its suitability for fast night driving, which is another thing which my full road test will reveal later on.

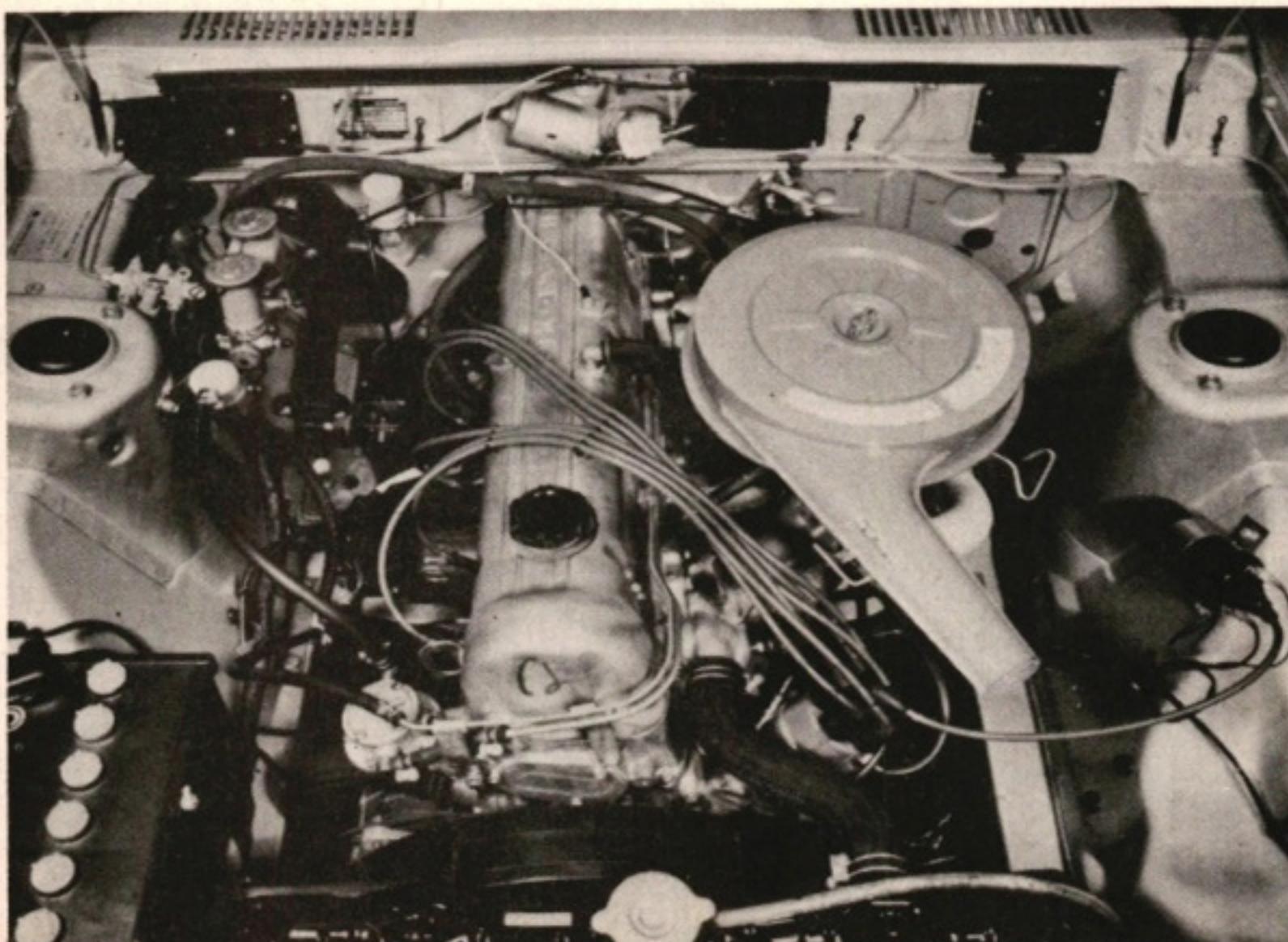
The Datsun 240K GT is a very pleasant car to drive, safe and controllable on winding roads and with suspension that copes well with broken surfaces. It is ideal for long journeys because it has none of that noise and vibration which make some of its rivals such tiring companions. For those who can manage with two seats, the 240Z is the car, but most of us need more space and it is surprising how well this four-door model goes, in spite of its much larger body.

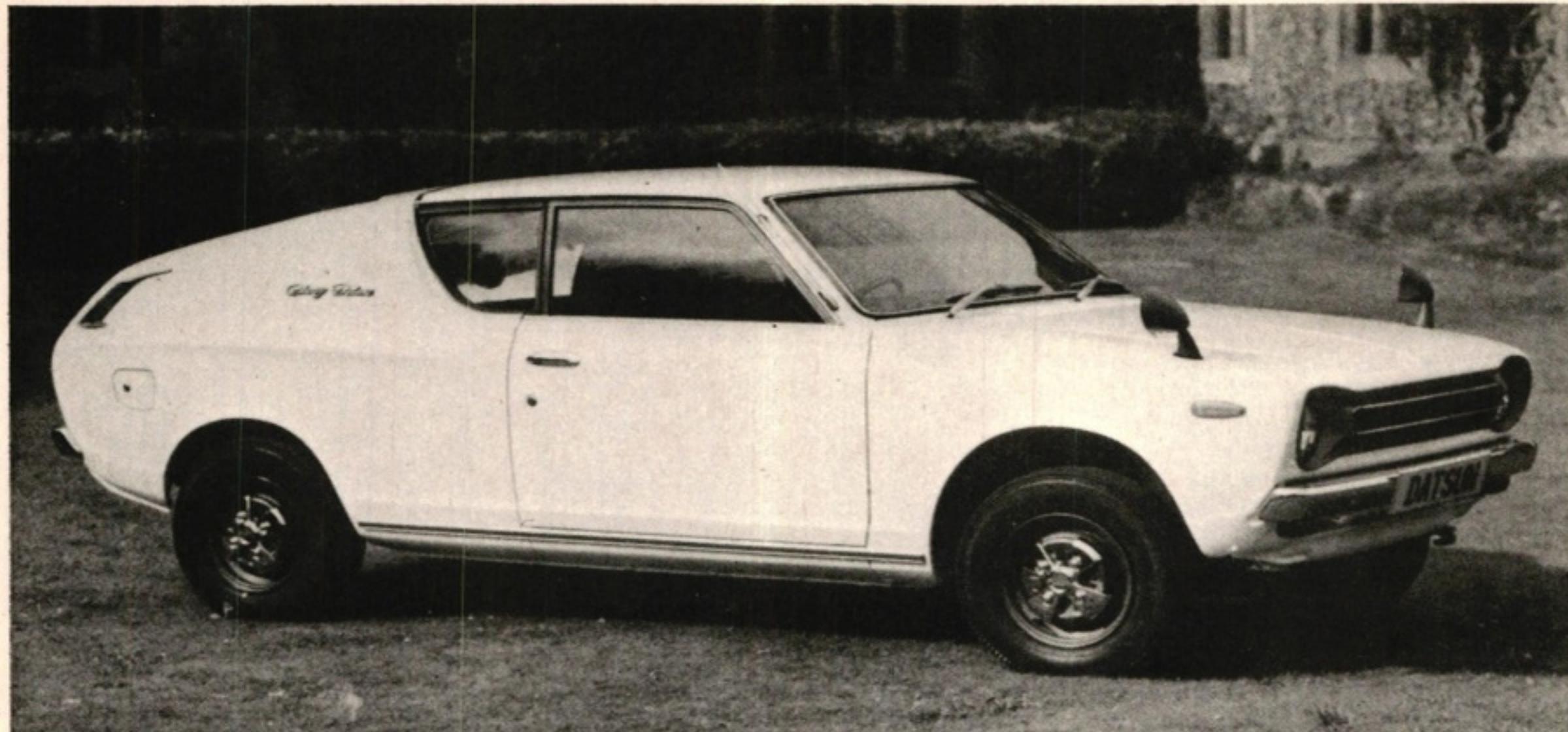
Some Japanese cars give a rough ride and their roadholding is pretty terrible. This new Datsun is in a different class, being well up with the best European saloons. For less than £2,000 including VAT, it's an outstanding proposition, justifying the new £2 million Datsun headquarters at Worthing.

SPECIFICATION AND PERFORMANCE DATA
Car tested: Datsun 240K GT Skyline 4-door saloon.
Price £1997.24 (including car tax and VAT).
Engine: Six-cylinders 83 mm x 73.7 mm (2393 cc).
130 bhp at 5600 rpm (gross). Single chain-driven overhead camshaft. Hitachi twin-choke down draught carburettor.
Transmission: Single dry plate clutch, 4-speed all synchromesh gearbox with central change, ratios 1.00, 1.415, 2.246 and 3.592 to 1. Two-piece propeller shaft to chassis-mounted hypoid unit, ratio 3.545 to 1. Universally jointed driveshafts with roller splines.
Chassis: Combined steel body and chassis. Independent suspension of all four wheels by coil springs and telescopic dampers, MacPherson struts and lower wishbones in front, semi-trailing arms behind. Recirculating ball steering gear. Servo-assisted disc front and drum rear brakes. Bolt-on disc wheels fitted 175HR-14 radial ply tyres.
Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Ammeter, oil pressure, water temperature and fuel gauges. Clock, heating, demisting and ventilation system, 2-speed windscreen wipers and washers. Flashing direction indicators, cigar lighter, reversing lights.
Dimensions: Wheelbase 8 ft 7 ins. Track (front) 4 ft 5.5 ins. Overall length 14 ft 7.6 ins. Width 5 ft 4 ins. Weight 2580 lbs.
Performance: Maximum speed 115 mph (approx).



The interior is spacious and attractive with round instruments (above). The engine is the familiar 240Z unit in a lower stage of tune with a twin-choke Hitachi carburettor.





Datsun's 120A Coupé.

A few years ago, we were warned that a Japanese invasion could virtually chase British cars off the roads. Since then, a few Japanese importers have received bloody noses and, sadder and wiser, are regrouping their forces for a fresh onslaught. One of them thought that he could sell air-cooled, two-cylinder cars on the British market because Citroën were doing so. He soon found that the French firm were already satisfying the total demand and that the Micro-Mini was a lost cause.

Another was encouraged by the bad suspension of some British cars, but he found that we will only accept this in our domestic products. People who habitually buy foreign cars insist on sophisticated handling; you can't copy a British car and then import it into England!

There were sighs of relief until it was noticed that Datsun had got the message and were quietly forging ahead. Their climb towards the top of the imported car figures has been spectacular and it would only need a few more strikes in France and Italy to give

Datsun's European growth

JOHN BOLSTER traces the story, and reviews the range

them the number one position. Perhaps this is not surprising for, alone among the Japanese manufacturers, Datsun have been building cars for a very long time.

The firm was started more than 40 years ago and was building Austin Sevens under licence in 1933. In parentheses, it is an amusing coincidence that the first BMW was an Austin Seven, too. From 1938, through the war years and the occupation, only Nissan trucks were manufactured, but by 1947 a trickle of cars started to emerge again from the Yoshiwara plant.

In 1955, restrictions were eased and the other Datsun factories became available for car building. In addition to trucks and buses,

a new line of private cars was introduced and this was the beginning of real mass production under a reorganised management system. In 1959, the Datsun Bluebird 310 was introduced, with the very very successful 2000 following in 1960. In 1961, the firm overtook all the other Japanese exporters.

In 1962, the Oppama plant was added and production records were beaten again and again in the following years. A huge shipment wharf was constructed at Hommoku, Yokohama, and Datsun went into the shipping business. There is now a fleet of company-owned ships to export Datsun cars in vast numbers to destinations all over the world. As the firm built Japan's first satellite, no

The 240Z, the sporty one of the range with many competition successes to its credit.



doubt Datsun cars will be exported to other planets in due course!

In 1970, a new company, Datsun UK Ltd, was formed. Every time I visit Worthing, further expansion has taken place, and now, with all the existing premises bursting at the seams, a vast new building is being constructed to place the whole organisation under one roof. I have watched the enterprise grow out of recognition in an incredibly short time.

The cars themselves have been altering in character over the years and have changed from soft, American-type vehicles to taut, continental-style cars with a sporting image. No doubt this has been brought about by the competition activities of Datsun. Their racers make quite a habit of winning the Japanese Grand Prix, but abroad their fame resides more in the rally world, though the 240Z was the 1970 US Road Race Champion.

I have no space to list all the Datsun rally successes but I must just mention the East African Safari, which they first won in 1966, repeatedly won class and team prizes as well, and have yet again carried off the event in 1973, with record and fourth places just to ram the lesson home. We have seen them win the team prize in the RAC Rally and gain an honourable third place in the 1972 Monte Carlo Rally, but most rally reports are full of doughty deeds by Datsuns.

Such results would not be possible unless the right sort of cars were being manufactured. The little 1600SSS was a tough and reliable competitor, but Datsun really moved to the front in 1969 when the now-famous 240Z was announced. This machine is as nearly unbreakable as any car which has ever been built. Though it is a compact two-seater coupé, it is fairly heavy, but the 2.4-litre six-cylinder overhead-camshaft engine pushes it along to some purpose, while the independent suspension on all four wheels looks after the handling and roadholding. I have used this car for some rapid journeys on the Continent and it is capable of exceeding a genuine 125 mph on the autoroutes. It is a good-looking car, without the go-faster decoration that spoils so many sports models, and at £2534.66 it is certainly not over-



The Laurel has a 2-litre engine, four doors, and costs £1799.41.

priced. The 240K GT is a new full-sized saloon model with the same advanced technical features as the sports car, and this is the subject of a separate article.

The medium-sized Datsuns are of more orthodox design, with four-cylinder engines and live rear axles on semi-elliptic springs. The 1.6, 1.8, and 2-litre engines have overhead camshafts but the power unit of the Sunny 1200 has pushrod-operated valves. Examples from this range are the Laurel 2000L saloon at £1799.41, the Bluebird 180B Hardtop Coupé SSS at £1540.83, and the Sunny 1200 four-door standard saloon at £954.53.

Finally, there is the Cherry 100A. This is a transverse-engined front-wheel drive car with a four-cylinder pushrod unit of 988 cc.

Great fun to drive, with an engine which becomes cheerfully raucous when pressed, the Cherry is very quick through corners and is exceptionally easy to drive. The standard two-door saloon cost £909.24, there are a four-door saloon and a sporting coupé, while a very popular model at £1018.88 is the Estate. This differs in having a dead rear axle on semi-elliptic springs for real load-carrying.

Other Japanese manufacturers may have overplayed their hands in England but, whether we like it or not, the Datsun is here to stay. With all those rally successes behind it to back up sales, yet another factory recently opened in Japan, and a fleet of ships to prevent delivery bottlenecks, this is a car that others must watch and fear.

The Custom de Luxe is also known as the 260C.



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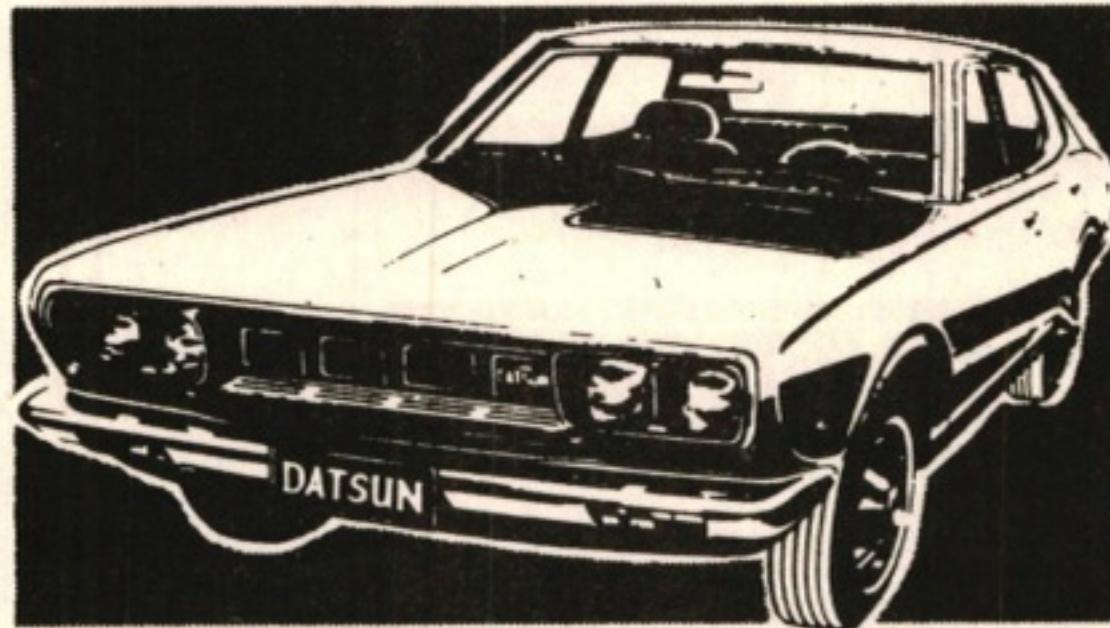
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Impel 73

Texaco Trophy

Lindholme MSC's Impel 73 Texaco Trophy Rally starts this Saturday at 09.00 from Trafford Way Service Station, Doncaster. MR: 103/575029. The event is part of Impel 73 Week, a trade fair and week long civic celebration. Co-supported by the Doncaster Evening Post (rally supplement will appear in that paper) and Texaco, the rally crews will tackle 50 miles of stages before the finish at Doncaster Race Course. Admission tickets for the Doncaster Area Week exhibition have been provided for all crews and, it is hoped, all marshals as well. E. J. Charlesworth Ltd, main Ford Dealers for Doncaster, have sponsored a spectator stage. The stage will be used twice (10.05 and 15.10, times approximate) and the spectators entrance is located at MR: 103/678071. First car will be Tony Drummond/Chris Grey (RS 1600) followed by Graham Lepley/Norman Harvey (RS 1600). David Hardcastle (Opel Ascona) starts at 5 and Gillian Fortescue-Thomas/Tony Mason are seeded at number 7.

Tony Drummond.



Hi-Fi Stages

The Dursley Motor Cycle and Light Car Club's Hi-Fi Dursley Stages Rally takes place this weekend. Sponsored by Mike Carwithen Cameras of Stroud, the event starts in Stroud and will finish at the Esso Motel, Hambrook, Bristol. The first car is due at approximately 5.30 pm. The event features 18 special stages, four of which are open to spectators. These stages are listed below.

Dodington Park, the home of Major and Mrs. Simon Coodrington. First car due 8.30 am. Westridge Wood, owned by a consortium and managed by Cotswold Woodlands Ltd. First car 9.45 am. Ashton Keynes owned by Moreton Cullimore and Son. First car due 1.20 pm. Westridge Wood, managed by Cotswold Woodlands Ltd. First car due 3.05 pm. Parking facilities will be available at these stages and spectators are requested to watch at these locations only—all other stages will be out of bounds.

● Croydon and District Motor Club's Trident Rally (September 2) is expected to offer 15 to 20 stages totalling more than 60 miles. The Trident is a round of the BTRDA, Triple "C," ACSMC and LCAMC series. The use of Forestry Commission land has been confirmed and it is hoped that half the stages can be over the state forests. The forests used will be in the Camberley area and they have been un-rallied since 1967.

● Geoff Underhill and Rex Parmeley (Roy Taylor Motors Escort RS1600) finished 8th on the Hereford Evening News Rally—not Pat Burke and Terry Thorpe as our results showed. The 8th, 9th and 10th place crews were in fact all one place down.

Mid Summer Stages ends with protests

Terry Bartlett won last weekend's Lancia-Pointer Mid Summer Stages Rally from last year's winner, Reg Mullenger. Mullenger finished second this time. Breaking the Ford stronghold at third overall came the Imp of Dave Reynolds and Roger Clarke. These placings are, however, all provisional for protests have resulted in an RAC enquiry after a protest about stage arrowing. A second protest concerning the principle of the arrowing and other technical points—including a protest that the stewards meeting for the first protest was not as per Blue Book put paid to any possibility of resolving the dispute there and then. It is only fair to add that the rumpus was not, in the main, directed at the organisers—general opinion proved the event to have been well run with no timing errors and a varied selection of special stages.

The Mid Summer Stages counted as round six of the Esso/BTRDA Championship, the Triple "C" championship and as an AEMC counter. Format of the 15 stages comprised airfields, farm roads, a woodland track stage and two stages at Norwich Showground. Of the 140 entries all the contestants for the championships were entered with the exceptions of Paul Appleby, Bill Mather and John Daker who were taking part in the Scottish International. Non-starters included Laurie Richards (RS1600), Mike Ranger (Imp) and Rod Badham (Clan Crusader).

The first stage at Norwich Showground proved a disaster for early numbers, the 3.1-mile track being mostly wet grass which caused many spins and Paul Derry (Escort TC) and one other competitor to end up not just sideways but on their sides.

INTERNATIONAL NEWS

Sherry Rally

Regulations are out now for the International Sherry Rally which is to be held over the 19th to 23rd September, starting and finishing in Jerez de la Frontera in Southern Spain. As first reported in Special Stage, March 15, the prize fund will tally at well over £10,000. Entries will be limited to 125 and it is hoped to attract a large number of British competitors. The change to loose surface stages is confirmed and the majority of the stages (minimum 30) will be loose, most of the stages through the extensive vineyards.

This year the route will be in three sections with a full overnight halt at Puerto Banus, Nueva Andalucia, where dinner, bed and breakfast for drivers and co-drivers will be provided free of charge by the organisers. Precise details of the route will be made available and distributed around the end of July. A road book, prepared by Henry Liddon, will be available a month before the event for receiving purposes. Regulations from: Rallye Del Sherry, Automobil Club Jerez, Apartado No 89, Jerez de la Frontera, Spain.

Rallye d'Antibes

Stanley Palmer has just completed a full recce of the up and coming Rallye d'Antibes which unfortunately for British crews takes place over the same weekend as the 12 Heures d'Ypres and the Circuit of Donegal (June 15/17). Bernard Darniche won the event last year and is all set for a hat-trick. No British

crew has yet competed in the event.

Starting and finishing in Antibes the rally covers two laps of a 1310 km mountain circuit and includes 34 all tarmac stages. The competitive special stage mileage is, in fact, nearly half the total distance, using many of the classic epreuves like Col de Bleine, Col de la Couillole, Pont de Moliens, 4 Chemins, Col de la Porte, etc plus some interesting new ones around Digne.

With the sad disappearance of the Coupe des Alpes due to impossible organisational difficulties with some of the French departments and municipalities, the organisers are hopeful that the Rallye d'Antibes will take its place in 1974.

To minimise rally and private service cars rushing about the mountains in liaison sections annoying tourists, the ASAC d'Antibes is laying on 17 official service crew cars spaced roughly at 100 km intervals along the rally route. Competitors can arrange to hand over their spares, petrol, etc before the rally and each crew will include a mechanic. Competitors are, of course, free to supplement this service with their own crews. The organisers, ASAC d'Antibes-Juan les Pins, are also working on other ideas in co-operation with the San Remo club with a view to ensuring the future of rallying in the Alps.

Further details of the rally including full navigation and pace notes are available from Stanley Palmer, Pond House, Pinkneys Green, Maidenhead, Berks. Special fee reductions, hotel arrangements, etc are being offered to members of the International Rally Drivers Club.

Calderford Trophy

Ian Harwood (Escort Rover) lost a minute with a broken throttle cable. Reg Mullenger's morning included a number of spins and over-shoots. Positions at halfway showed Reynolds on 276 from Mullenger at 285 with Bartlett third with 297 penalties. On the second half Mullenger had a smoother run with few problems as did Lepley and Iliffe. Bartlett, who won the Esso Uniflo Grasshopper last December, found even better form and the stage surfaces gave him an advantage (with start number 49) which he put to use to win the rally. David Palmby's new Datsun 240Z broke its differential on the woodland stage of Applebridge to retire. Reynolds was luckier, for after pushing the front suspension back 2" he then had the worry of a very noisy gearbox but held on to take a provisional third place.

Details of the Calderford Trophy Rally (28/29th July) are now available. Organised by the Wakefield and District MSC and supported by the Calderford Motor Co Ltd, Wakefield, the event will start from the Selby Fork Motor Hotel (MR: 97/469302) and is scheduled to finish at the Three Cups Inn, Stamford Bridge. The 200-mile route is over maps 92, 97 and 98 with five selectives in the first half and three special stages on the second half. For spectators, details of these and other vantage points will be available at the Selby Fork start. Entries to: Secretary of the Meeting, Mr A. Warwick, Boyne Hill Cottages, Chapelthorpe, Wakefield, Yorks, WF4 3JN. Willing helpers for marshalling are requested to contact: Chief Marshal, Mr D. Slater, 85 Howard Crescent, Durkar, Wakefield, Yorks, WF4 3AN.

Special stage

SCOTTISH RALLY — MONDAY, 4th JUNE

Clark leads Ford domination

Just as it is supposed to, the sun shone last Sunday for the start of the 29th International Scottish Rally. The sun dried out the stage roads from overnight rain and stage conditions were very fast and without too much dust. On Monday night there were several early numbers missing, mainly through transmission failures though the pace of the rally

brought accidents too. Four of the first ten cars retired before the Aviemore night halt—Shekar Mehta and Jimmy Rae going off the road and Per-Inge Walfridsson and Robert McBurney with mechanical problems. Mehta's rally ended 2.3 miles into stage 8, Cairn Edward, at a famous trouble spot when the Datsun rolled end over end. It was at

Mikkola's moment . . .

pictures
MARTIN HOLMES



The moment Hannu Mikkola left the road on Cairn Edward (above). Still moving in the second picture the Escort gradually comes to a harmless halt near to the stricken Datsun 240Z (below). The excursion cost a maximum.



this very spot Hannu Mikkola spent 40 minutes off the road—undamaged but unable to put the car back on the road until some spectators arrived on the scene. Mikkola's meteoric drive into 4th position at the Monday night halt after the stage 8 maximum being the talk of the rally. Rae's accident occurred on Craigvinean on Monday afternoon when a half shaft pulled out and sent the car over the edge. A nasty accident on stage 9, Glen Muck, cancelled the stage when Drew Gallacher rolled the Wylies-Shelland sport RS1600. Many others have retired and many more have had problems to keep going—all of which will be included in next week's AUTOSPORT Scottish Rally report. Chris Sclater, for example, had a string of early troubles with a puncture on stage 2, the throttle jam open on stage 3, a

fuel pump fail on the 4th stage and another puncture on stage 5.

Provisional Classification at Aviemore, Monday, 4th June:

1, Roger Clark/Jim Porter (Escort RS1600) 210 m 12 s; 2, Andrew Cowan/Johnstone Syer (Escort RS1600) 212.38; 3, Adrian Boyd/Beatty Crawford (Escort RS1600) 212.54; 4, Hannu Mikkola/John Davenport (Escort RS1600) 213.51; 5, Mike Hibbert/Henry Liddon (Escort RS1600) 215.57; 6, Chris Sclater/Mike Greasley (Escort RS1600) 219.20; 7, Tony Pond/Miss Frances Cobb (Escort RS1600) 222.23; 8, Bill Taylor/Ian MacIver (Escort RS1600) 227.08; 9, Colin Malkin/Robbie Lyall (Avenger GT) 228.09; 10, John Haughland/Arild Antonsen (Skoda 120S) 228.57.

Early stage action

pictures
IAN SADLER



Hannu Mikkola and John Davenport. An excursion on Cairn Edward put the car off for 40 m. Gearbox problems did not prevent the number one seeds from driving up to an incredible fourth overall at the end of the first day-night-day section of 42 special stages. Donald Heggie's Clan Crusader reached Aviemore but only after a variety of troubles with the throttle cable, distributor, and a broken transaxle casing (below).



Special stage



Per-Inge Walfridsson yumps his incredibly quick Volvo 142 on SS4, Baluntin. The car broke its back axle on stage 6 and retired soon after.



John Haughland and Arild Antonsen's rapid Skoda 120S tackles the Baluntin stage on Sunday morning. At the time of going to press they have survived a variety of problems to be tenth on Monday evening. Below: Private Swedish entry Gunnar Johansson/Jan-Erik Johansson. Their Saab restarted on Tuesday, 30th overall.



The Robert McBurney/Norman Smith Volkswagen 1303 was spectacular for spectators until slowed by falling oil pressure. The Porsche-engined VW retired on Cairn Edward when the engine seized. Below: Mike Hibbert always goes well on the Scottish and this year is no exception. On Monday night Hibbert and Liddon were placed 5th.

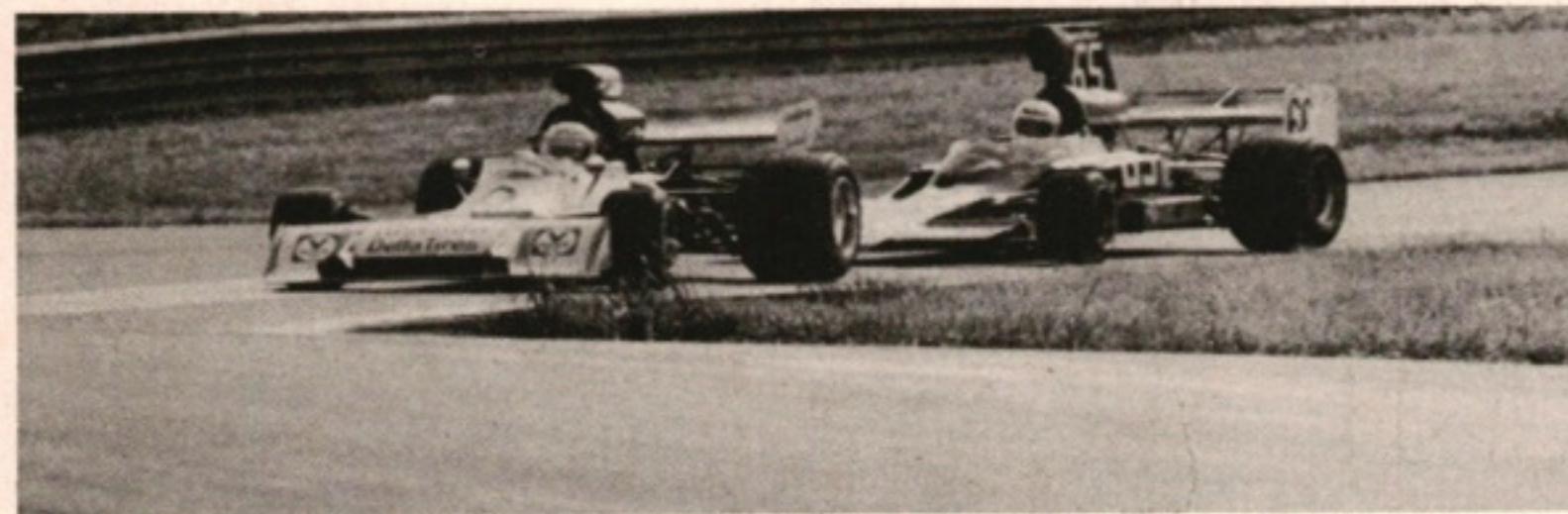


Now it's three for Scheckter

By GORDON KIRBY

They were all ready for the Mid-Ohio L&M F5000 round. Brian Redman reappeared with a more developed version of Jim Hall's Haas/Steed Lola T330, Mark Donohue debuted the Sunoco/AMC Lola and Tony Dean and Bobby Brown arrived with their Chevrons for the first of a couple of L&M races. But the result was the same as the past two American F5000 rounds; Jody Scheckter won, leading from start to finish (except for a few, brief moments when Redman managed to nose ahead under braking), qualifying fastest and winning his heat with ease. Behind this veneer, however, the finest Formula 5000 race America has ever seen was unfolding. With Brett Lunger harassing his Steed Lola, Redman kept within a 7 s range of Scheckter throughout the first half of the race and then a brief rain shower upset things and allowed Jody to pull out a 20 s lead with the Trojan. Lunger went off in the wet and then Redman started reeling in Scheckter, pressing around in an incredible, CanAm lap record-equalling 1 m 24.4 s on one of those inspiring laps. He caught right up with Jody as the final three laps came into view. The Trojan's brakes were fading and a couple of rear suspension bolts had worked loose, but Scheckter was able, just able, to keep the door shut and score his hat-trick.

Mark Donohue managed barely a dozen practice laps after Roger Penske's schedule got completely disrupted by the Indy 500 delays and the AMC-powered Lola arrived late on Saturday. Needless to say, Donohue contended admirably with the unsorted car, working up as others made mistakes and finally taking a comfortable but distant third place. David Hobbs struggled with a deflating rear tyre from start to finish and followed Tony Adamowicz and Gordon Smiley home in sixth place, just over two laps behind. Peter Gethin stopped after 11 laps, the combination of a bad bout of 'flu and some heavy medication coming very close to knocking him out. Tony Dean dropped out of sixth place when his Morand gave him a steam bath.



Close finish. Scheckter just holds off Redman's Lola to score a hat-trick of wins.

ENTRY & PRACTICE

It had been a couple of years since the F5000s had last been to Mid Ohio and the target time for the tight, 2.4-mile circuit dated from 1970, when George Follmer managed 1 m 27.4 s in practice with his Lotus-Ford 70. There had been some extensive resurfacing work carried out during the week previous to the arrival of the L&M caravan and the tarmac was still soft by the time of the open Thursday practice. The guardrail-lined circuit soon proved to be a hard one on brakes and gearboxes, but the road surface seemed to have settled well after Thursday's furrowing, so there wouldn't be that problem to contend with under the sultry sun forecast for the weekend.

Winston Delta Tyres will now be providing the backing for Syd Taylor's Trojan T101 throughout the balance of the F5000 season and Jody Scheckter vindicated this support with yet another pace-setting performance. It is becoming a hallmark of Jody's efforts that he does a minimum of practice at the fastest possible rate and that the paddock is full of slightly vexed faces asking, "Did you hear what Scheckter did?" This time Jody pressed around the busy Ohio undulations in 1 m 25.779 s, cocking and powering the Trojan down the road with that excitingly entertaining tail-out style that is rapidly making him a new darling for the American motor racing world.

Brian Redman put in an extensive day's work in earning his second heat pole position with 1 m 25.961 s in the modified Jim Hall Lola T330 which had not been seen since Riverside. Hall has found enough time to get the spring rates and geometry to his liking and this, in conjunction with a fuel-injected Alan Smith Chevy, has cured the twitchiness that Brian experienced in Riverside practice. Redman also practised the conventional T330 with which he won the Riverside race, but

found the better pointability and throttle response of the modified car outweighed the higher straightline speed of the carburettor version.

Confirming his Michigan practice form with the Jones/Eisert Lola-Molloy T330 was little Bobby Muir, displaying lots of panache in doing 1 m 26.341 s for the second best, heat one place. Muir and crew were all smiles for once, but their spectre of ill-fortune returned when Muir spun during the wet warm-up on Sunday morning, and before the car could be plied out of the mud one of those back-markers used the stationary Lola as a guardrail and wrote-off both corners along one side.

Brett Lunger was fourth quickest, although his 1 m 26.403 s had put him ahead of everybody after the first qualifying session. Lunger was trying Koni shocks on the back of his Hogan/Haggar Lola T330 and he felt that they put the power down a little better than the normal brand. In the second session, Brett experienced a Lola chassis failure that ultimately affected all the faster T330s. It seems that the shock absorber assumes a steep angle when coming down from full rebound and this can sometimes inject excessive loadings into the flat pedestals which project out from the tub, forcing them to deflect backwards.

Tony Adamowicz was a vastly improved fifth fastest, recording 1 m 27.327 s with the Carling Black Label Lola which is now finally reorganised after its Laguna shunt. The Roy Woods crew had experienced the shock pedestal failure during mid-week testing and had replaced the bent item with a double-thickness new bit. Max Stewart was next up, whirring around in 1 m 27.674 s with his own Lola and heading Tony Dean, making a welcome return to American paddocks, this time with his Chevron-Morand B24. Peter Gethin did well in doing 1 m 27.989 s in the works/Marathon Chevron B24, for the flu bug had crawled inside him and Peter was very groggy and far from being up to par.

Of the others we had Wietzes still struggling with a flexing chassis, Matich ditto, and McRae no farther ahead than he had been at Michigan thanks to his days at Indianapolis. Skip Barber went a little better with the works/Gene Mason March, but the engine went sour as qualifying started and he found himself down in ninth place for heat one.

Roger Penske had flown his chief man back to his Philadelphia shop directly after Indy and they managed to arrive with a Penske-immaculate red, white and blue Lola T330 in time for Donohue to get in enough practice to qualify in 1 m 29.555, and this despite the rear calipers getting air into the brake fluid. The AMC-powered Lola appears to be fairly conventional, although the oil radiators are mounted just behind the front suspension and the rear wing is small and narrow and identical in profile to Penske's Indy Eagle appendage. Like most T330 owners, Penske and Donohue have found the car understeers excessively and have not yet come to grips with the problem. Gus Hutchison followed Donohue on the heat two grid, losing time with overheating brakes and a front pick-up point which tore away under heavy braking. Gregg Young didn't get his McRae GM1 out of the transporter (still building it) and Kevin Bartlett had to pack his Lola T330 away when a head cracked.

Oh yes, and David Hobbs was 17th among the first heat runners. He had been in the Redman bracket early in the day, but his Morand cracked a head and after the Hogan crew laid on a demon engine change in time for the final qualifying session, David pulled in after two slow laps with a badly buckled rocker pedestal. Behind Hobbs was John Gunn, now with Roman Brio supporting his rebuilt March 73A which never got out at all after a valve spring broke.

HEATS

Just before the 10 am warm-up, the dark clouds overhead decided to pelt away at the Mid-Ohio property so that the track was streaming wet by the time the Detroit V8s started to chug their way out of the paddock. Muir's little bingle kept him out of heat one, but Jerry Eisert leaped into the rebuilt, hoping to find a place among the four selected runners for the final.

With Muir out, Adamowicz moved up to the front row and the second row consisted of Dean and Johnny Walker, but it was poleman Scheckter who moved off into a comparatively gentle lead. The road was still damp in places and there was quite a bit of sand about, so Jody made a point of driving through the first corners just fast enough to ensure his lead. Some of the mid-field bunch were a little less detached, however, and Steve Pieper spun into Doug Barrow who managed to involve both Barber and Gunn. That was the end for all four of them, while Walker got struck from behind by one of them, which bent his Matich's lower wing very badly and also tweaked the upper wing.

It was Scheckter who led past this turn one litter after his first lap, carrying on at a fairly relaxed pace, but nevertheless holding a full second in hand over Adamowicz who had the dark blue Chevrons of Dean and Brown in his mirrors and Wietzes' Lola chasing them. Hobbs had taken full advantage of the first corner shunt, nipping his Haggar Lola through all the necessary holes and emerging from the dust in seventh place which he had improved to sixth by the end of the lap.

By the second lap it was clear that Adamowicz was not going to be able to stay with Scheckter, but, on the other hand, he seemed to be well in control of the chase going on behind him and was edging smoothly away from Dean. Hobbs was going almost as quickly as Scheckter and had caught Wietzes by the fourth lap, but Mid-Ohio is no easy place to find any passing room and it took another seven laps before David could find room to get by.

Jody had pulled out almost 10 s by the 12th of the 32 laps, and from then on he settled back and drove according to Syd Taylor's signals. Adamowicz looked equally comfortable in second place with a similar margin to Dean who had managed to break away from

Brown and Wietzes. The Canadian had found a way past Brown on the eighth lap and started to chisel away at Dean's position while Hobbs got held up behind the second Chevron. David forced his way through to fifth on the 11th lap and three laps later he had caught Wietzes whom he harassed heavily for half a dozen laps. This dice carried the two Lolas to within 6 s of Dean, with Wietzes finally succumbing to Hobbs' onslaught by the 19th lap.

So while Scheckter stroked on the way to an easy heat win, Hobbs set about catching Dean, going just as fast as Jody by now, and equalising the South African's fastest lap. With five laps left Hobbs was right up Dean's chuff, but try as he might he just couldn't get by even though Dean got pretty ragged under the pressure of the last two laps.

McRae started at the back of the grid with new brake pads after missing the warm-up thanks to rain-soaked electrics. The bright STP car moved up quickly into a dice for seventh with Walker and Jon Woodner, but the car is still too new and after struggling for a while, Graham fell away, also being bothered by the near 90 degree temperatures. Woodner was later knocked off by a backmarker while Walker hung on to his wildly oversteering Matich for eighth behind Bob Lazier's Lola.

Gethin was feeling very weak by the start of the second heat, and he very wisely decided to start the Chevron from the back of the grid. Lunger got the drop on Redman off the rolling start and almost immediately these two broke away from the rest, with Stewart leading an eight-car train which consisted of a surprising Eddie Miller, Matich, Smiley, Noyes, Hutchison, Donohue and Ingle. Stewart managed to get clear of this lot by the second lap, but the rest stayed in close contact for perhaps half a dozen laps, producing the hitherto unfamiliar sight of F5000s stringing and darting down the road in powerful, lunging strides.

Stewart dashed off the road on the third lap, fire slashing out from beneath the Lola's airbox as a fuel line broke off and doused the engine in fuel. This little conflagration was brought quickly under control, but it left the two leaders over a dozen seconds ahead of the rest with Lunger repeating his Riverside form as he opened out a noticeable space of air between he and Redman. This space had grown to 2½ s by the third lap, but from then on it grew no more as Redman got down to it and held Lunger. By half-distance Brian turned up the screw and lopped a full second off the gap in one lap. A few laps later both cars were right together, using all the road, wriggling and slithering at each other and displaying the just-under-control brutishness that defines a F5000 as a stock-block racer.

Donohue moved up with apparent ease to fourth and then took third from Gordon Smiley on lap seven. By that time Mark was some 29 s behind Redman and despite the intensity of the leaders' battle Penske's man lost nothing to them throughout the remaining laps. Lunger remained cool to the end, despite his brakes fading away in the very final stages of the race, and it was the blue Haggard car which held sway by a mere car length from Redman's slightly overheating Steed version. Donohue was a faultless third while Smiley did well in only his second F5000 race to take fourth, clear of Matich who started the heat with new pads and one new disc. Gethin struggled up the field for seventh behind Hutchison, but the Chevron man could barely remember any of it afterwards and was very doubtful about starting the final.

FINAL

It was clouding up and very humid as the cars rolled out for the final, but all except Eddie Miller and John Gunn started on dries. In addition to Gunn, the selected additional starters were McRae, Muir and Barber, the last two only making the grid thanks to some heroic spanner-twisting efforts by their mechanics.

Lunger and Scheckter charged away from the rolling start with the Lola edging ahead as they went up through the gears and holding the inside line through the first right-hander. Scheckter stuck the Trojan's nose underneath the Haggard wing on the sprint down to the next right-left and then hard right, and the Trojan shouldered through on the right-hand side. Redman followed Scheckter through as Brett ran wide, but Brett came pressing back at Brian a few corners later only to have the Steed Lola keep things tight enough as it scrabbled through off-line. The rest of the field came pouring through in fine style, nose to tail, thrusting noses and twirling steering wheels keeping the throaty stockblocks in blustery control. It was surely one of the best first laps that anybody has ever seen in a big American road race.

Jody leapt into view at the end of the lap and it was a few heartbeats before Redman bellowed by with Lunger tucked in close behind and then Adamowicz, Donohue, Dean, Smiley, Hobbs, Brown, Matich and Wietzes. Hobbs seemed to be struggling with his Lola and Brown slipped underneath at a climbing left-hander as David found himself skating off towards the guardrail. Hobbs' Lola looked particularly awkward during the next few laps, but David then started to close up on Brown and it seemed that whatever the problem had been had resolved itself.

Scheckter was tearing away at almost a second a lap, throwing and sliding the Trojan into incredible angles, always keeping himself a fraction ahead of the car, his hands dashing and flashing about the steering wheel with frenetic power. Redman and Lunger were stuck together in second and third, their Lolas tremouring and arcing down the road in distinct contrast to the rapid slides and twitches of the Trojan.

Adamowicz and Donohue were having a smoothly contained battle a few seconds further back with Dean and Brown holding station ahead of a hectic group of Smiley, Hobbs and Wietzes with Gethin sitting just behind them. Smiley was showing no signs of being intimidated by the old hands in his mirrors and was driving his McRae forcefully and working very hard at keeping any gaps as small as possible. As good a job as he was doing, Smiley was struggling in his efforts to keep Hobbs behind him and by the seventh lap David was able to drive by with Wietzes following suit a few corners later. But this battle was by no means over for Hobbs. Wietzes soon caught the twitchy Hogan Lola and then they both closed up on Brown just as Smiley, too, came on the scene again.

Just about this time, the Morand in Dean's Chevron cried enough, spewing oil and water all across a tricky, blind left-hander which immediately caught out Lazier. He had been following Gethin who had decided that it was silly to carry on just a few laps before Dean blew up. So we now had a big space behind the Brown, Hobbs, Wietzes, Smiley dice, but as the 14th lap came up a slight smattering of rain blew across and the face of the race began to change. Adamowicz got crossed up on Dean's oil and Donohue was through to fourth which became third a couple of laps later when Lunger understeered off on the growing wet patch coming on to the pits straight and clouted the guardrail.

Donohue was now third and in four laps he had knocked 10 s off Scheckter's lead and was now 17 s behind. Redman too, had been catching the leader, but just as he got to within 5 s of the Trojan the rain began to fall in heavier squalls and Jody immediately re-established his lead and, by the 23rd lap, he was over 20 s ahead of Redman and 30 s in front of Donohue.

The rain completely upset things behind Donohue, with first Wietzes getting by Brown and Hobbs, then Hobbs getting by and away from the Chevron and then Wietzes dropping behind both Hobbs and Brown after a quick spin. Wietzes caught and passed both of them again, with Brown then going off and losing a lap, and Hobbs coming back and catching Wietzes but not getting by.

While all this swapping back and forth went on behind, Redman was beginning to close on Scheckter's big margin and now, as the track dried, the Steed Lola was lapping over 1 s faster than anybody. By the 27th lap the gap was down to 16 s, two laps later it was 13.6 s, then 11.9 s, then 10.5 s. Apparently Redman had been waiting for the Lola to get down to half tanks and then make his big push, and he was certainly pushing now! Somewhere Brian had found a full second and he was now charging along in the 1 m 25 s bracket, carving through traffic with brilliant precision and all the time catching the Trojan in great clumps of time. By the 34th lap Scheckter's lead had been sliced to 7½ s and the Trojan was behind a knot of Lazier, McRae and Brown. Jody was held up badly in getting past this trio, but Redman slashed by in one long manoeuvre and the gap was down to just over 4 s. Four laps later Redman had caught Scheckter and had three laps to find a way by.

But Jody gets more and more confident. Despite the fading brakes and vibrating rear end, he was using his reflexes to their fullest in pitching the car sideways under braking and keeping Redman perplexed in his efforts at finding a hole. On the very last lap, Redman tried the outside as they dropped down into a slow right-hander. The Lola drew level, nosed ahead, and pulled by, but the Trojan was on the inside and as Redman struggled to get the car across in front of the Trojan, the two cars touched, pitching the Lola into the air and off to the outside. Jody tweaked and slid around with Redman scrabbling along the edge of the road and dropping in behind Scheckter as both worked hard at composing themselves and flinging their mounts through the rising and falling left-hander.

It was Scheckter's race, a well-deserved victory that he worked for through every lap. Redman's closing storm was an incredible display, and his speed over the last few laps must give Formula 5000 even more adrenaline in the efforts of cars and drivers in surpassing F1 speeds.

Donohue was a sober third, and even before Mark had come to a stop, the Penske people were discussing methods of improving the poor torque characteristics of the AMC engine. It was not at all a bad test session for Donohue and his Lola. Tony Adamowicz dropped back during the rain and was lapped a few tours before the end of this, his best showing this year. Gordon Smiley prevailed over those with whom he spent much of the race, more from good fortune than anything else, but it was nevertheless a very encouraging performance. Hobbs struggled on at a drastically reduced pace over the last few laps, his left rear tyre almost totally flat by the end, while Wietzes slowed with a broken ignition wire over the last 10 laps and dropped from fifth to ninth. McRae got his second L&M point with a very sour Bartz, although he had been running with Adamowicz before the engine went right off, and was beginning to look like the Graham McRae we expect to see.

Mid-Ohio L&M F5000 Championship Race
Lexington, Ohio, June 3. Final, 42 laps, 100.8 miles
1. Jody Scheckter (Trojan-Smith/Chevrolet T101), 1 h 2 m 32.308 s, 96.708 mph
2. Brian Redman (Lola-Smith/Chevrolet T330), 1 h 2 m 33.099 s
2. Mark Donohue (Lola-Traco/AMC T330), 1 h 3 m 27.952 s
4. Tony Adamowicz (Lola-Woods/Chevrolet T330), 41 laps
5. Gordon Smiley (McRae-Williams/Chevrolet GM1), 41
6. David Hobbs (Lola-Morand/Chevrolet T330), 40
7. Bob Brown (Chevron-Morand/Chevrolet B24), 40
8. Bob Lazier (Lola-Bunce/Chevrolet T330), 40; 10, Eddie Wietzes (Lola-Bartz/Chevrolet T330), 40; 10; 11, Graham McRae (McRae-Bartz/Chevrolet GM1), 40; 11, Johnnie Walker (Matich-Repcos/Holden A50), 39; 12, Harry Ingle (McLaren-Moore/Ford M22), 39; 13, Franck Matich (Matich-Repcos/Holden A51), 37; 14, Eddie Miller (Lola-Bartz/Chevrolet T330), 37; 15, Gus Hutchison (March-HRE/Chevrolet 73A), 36; 16, John Gunn (March-Crane/Chevrolet 73A), 35

Fastest lap: Redman, 1 m 24.440 s, 102.321 mph (record).

Heat 1 (30 laps): Scheckter, 44 m 11.766 s; 2, Adamowicz, 44 m 19.513 s; 3, Tony Dean (Chevron-Morand/Chevrolet B24), 44 m 36.653 s; 4, Hobbs, 44 m 36.935 s; 5, Wietzes, 44 m 51.296 s; 6, Brown, 29 laps; 7, Lazier, 29; 8, Walker, 29; 9, Warren Flickinger (Lola-Bartz/Chevrolet T330), 28; 10, John Gimbel (Matich-Repcos/Holden A50), 27.

Fastest lap: Hobbs and Scheckter, 1 m 26.3 s, 100.116 mph.

Heat 2 (30 laps): 1, Brett Lunger (Lola-Morand/Chevrolet T330), 43 m 30.511 s; 2, Redman, 43 m 30.984 s; 3, Donohue, 44 m 2.590 s; 4, Smiley, 29 laps; 5, Matich, 29; 6, Hutchison 29; 7, Miller, 29; 8, Tony Settember (McLaren-Chevrolet M10/18), 28; 10, Ingle, 28.

Fastest lap: Redman, 1 m 25.467 s, 101.067 mph.

Boughton's Monoposto Points

For mechanics' and drivers' fun and games, Sunday's 75 minute multi-pit stop race, sponsored by Lex and Oxfam must surely have been tremendous, for it's extremely rare that any special saloon car driver has the opportunity to drive over 70 laps of Brands Hatch, so this was a special event, although for the spectator it was confusing and no really great entertainment. Organisation was in the hands of the London Car Club, who must be congratulated on the number of extra sponsors secured for the meeting. The weather stayed dry, blustery and sometimes sunny for this championship meeting, which saw winners in Mike Taylor (F1200), Frank Hopper (Townsend Thoresen FF), Ray Calcutt (Kent Messenger saloons), Chris Lawrence (Charles Speckley), John Boughton (Sta-Power Monoposto), and Mike Street (750s).

An initially good start by Bryan Clayton (Vitesse 5) saw him unfortunately swallowed by the pack, with Mike Taylor's Tetranychus Telarius first at Paddock, never to be headed, setting a lap record by 1.2 s on the way to more F1200 Super Visco points. John Corboy (1.3 U2 Mk 8) valiantly kept up the chase, with late entry Paul Webb in the Delapena consistently third. Baz Bartlett's U2 Mk 11B fought through Alan McBeath's Gopher, and the dicing Andrew Armstrong (U2 Mk 6B) and Clayton to be fourth, followed by the latter two.

With additional sponsorship from County and District Properties, the Townsend Thoresen FF field put on their usual action packed performance. Richard Morgan's front row Ray-Vegantune 73F leading the pack at the "off," from Stephen South's Rowland-powered similar car and David MacPherson (Merlyn-Rowland Mk 11A/17). Howard Drake made a demon start and was in fourth at the end of lap one, with Sligo man, Frank Hopper (Royale-Vegantune RP16) replacing MacPherson in third. Hopper was up with the leaders on lap three, while Morgan was demoted to third on lap four when both South and Hopper made their moves into Paddock on that lap. Morgan put on a little too much pressure out of Clearways next time round, spun and loosened some bodywork which eventually earned him the black flag. So South led for one lap from Hopper and the ever attendant Brands specialist, Rob Wicken (Merlyn-Piper Mk 17A), until South got it wrong at Kidney, and it was Hopper's to the flag. Wicken seemed to be closing at one time, but back-markers put paid to that and he finished 3.6 s behind. Drake kept it up to finish third, while Ken Pickering had a good drive up from ninth to finish fourth in the Jet Gaz Jamun.

Additional sponsorship also came forward for the Kent Messenger round from Chiesmans. Equal leaders in the championship,

Mike Taylor leads the F1200 field into Paddock on the first lap in his rebodied Tetranychus Telarius, followed by John Corboy (U2), Paul Webb (Delapena), Bryan Clayton (Vitesse 5) and the rest.



edited by Robert Fearnall

It really does seem a pity to dismiss 75 minutes of racing in a few words, because each team must have had its dramas, but to the spectators it meant very little apart from the leaders' movements, even though commentator Barry Simons really tried hard to keep us informed of events. Before the stops came about, Bernard Bird in the Gomshall Motor Company 1.3 Cooper S led from Mo Mendham's similar 1 litre car, with Ray Calcutt's Imp in very close attendance. The Lex Group had devised all kinds of ingenious tasks to be completed in three pit stops, for which physical training wouldn't have been a bad idea. The Calcutt/Kent Messenger team, with George Bevan helping out, were the quickest on the first stop, leading until the superior power of Bird's car took the lead again, while Mendham had a long stop which dropped him out of the running. However, the Gomshall crowd were really going into this well, and next time round, they were nearly 1 m quicker than their 1-litre Imp rivals, the Imp being the only other car on the same lap as the winner.

Proceedings finished with a 750 championship round, which was well sewn up by the smaller 600 cc car of Mike Street from the outset. John Richardson (DNC 3) was second early on, but it was Bob Simpson's Reliant Special for one lap until Richardson came back with Lyn Evans' Centaur next. Simpson dropped out of the bunch by lap five, while Richardson fought off the attentions of Evans for second and Richard Owen's Arcos came up to take fourth.

BOB CONSTANDUROS

Super Visco F1200 championship round (8 laps): 1, Mike Taylor (1.2 Tetranychus Telarius), 7 m 34.2 s, 78.52 mph; 2, John Corboy (1.3 U2 Mk 8), 7 m 39.8 s; 3, Paul Webb (1.2 Delapena), 7 m 56.9 s; 4, Baz Bartlett (1.2 U2 Mk 11B), 8 m 05.4 s; 5, Andrew Armstrong (1.2 U2 Mk 6), 8 m 13.6 s; 6, Bryan Clayton (1.3 Vitesse 5), 8 m 14.6 s. **Fastest lap:** Taylor, 55.2 s; 80.87 mph (record).

County and District Properties Trophy for Formula Fords, Townsend Thoresen round (8 laps): 1, Frank Hopper (Royale-Vegantune RP16), 7 m 15 s, 82.10 mph; 2, Rob Wicken (Merlyn-Piper Mk 17A), 7 m 18.6 s; 3, Howard Drake (Royale-Piper RP16), 7 m 24.8 s; 4, Ken Pickering (Jamun-Rowland T3), 7 m 26 s; 5, David MacPherson (Merlyn-Rowland Mk 11A/17), 7 m 28.6 s; 6, David Minster (Elden-Piper Mk 8), 7 m 30.4 s. **Fastest lap:** Hopper, 52.8 s, 84.55 mph.

Chiesmans' Trophy, Kent Messenger special saloons up to 1000 cc round (8 laps): 1, Ray Calcutt (Hillman Imp), 7 m 42.4 s, 77.23 mph; 2, Terry Attoe (Austin Cooper S), 7 m 56.2 s; 3, Mo Mendham (Mini), 7 m 58.4 s; 4, Paul Harmer (BLMC Cooper S), 8 m 04.0 s; 5, Peter Kelk (Austin Mini), 8 m 06.2 s; 6, Mike Chapple (Hillman Imp), 8 m 06.2 s. **Fastest lap:** Calcutt, 56.2 s, 79.43 mph.

Charles Speckley Thoroughbred sports car round, over 3001 cc, 2001 cc to 3000 cc and up to 2000 cc (8 laps): 1, Chris Lawrence (2.0 Morgan Plus 4), 8 m 39.8 s, 68.70 mph; 2, Richard Williams (3.7 Aston Martin DB4), 8 m 50.8 s; 3, Jeremy Trace (2.0 s/c Elva Courier), 8 m 50.8 s; 4, Derek Allanson (3.0 Austin Healey Mk 1), 8 m 56.4 s.

Over 3001 cc class: 1, Williams, 67.38 mph; 2, Sylvia Rouse (3.8 Jaguar XK150); 3, Michael Rouse (3.4 Jaguar XK120). **Fastest lap:** Williams, 1m 03.8 s, 69.97 mph (establishes record).

Up to 2001 cc class: 1, Trace, 67.28 mph; 2, Allanson; 3, Kirk Rylands (3.0 Austin Healey). **Fastest lap:** Trace, 1 m 04.4 s, 69.75 mph (establishes record).

Up to 2000 cc class: 1, Lawrence, 68.70 mph; 2, Simon Phillips (2.0 Frazer Nash Le Mans replica); 3, Bill de Sincourt (2.0 Triumph TR3A). **Fastest lap:** Lawrence, 1 m 03.8 s, 69.97 mph (establishes record).

Hobbs Padgett (Herts) trophy for Sta-Power Monopostos up to 1000 cc, and 1001 cc to 1600 cc (8 laps): overall and 1001 cc to 1600 cc class: 1, John Boughton (1.6 Brabham-Swindon BT18), 7 m 19.6 s, 81.24 mph; 2, Alan Baillie (1.6 Viking-Holbay 1A), 7 m 20.4 s; 3, Brian Colvin (1.6 Merlyn-Sigma Mk 9M); 7 m 30.2 s; 4, Brian Jordan (Nike-Panther HC), 7 m 31.6 s. **Fastest lap:** Boughton, 52.8 s, 84.55 mph.

Up to 1000 cc class: 1, Graham Bowskill (1.0 Brabham-Holbay BT15), 73.44 mph; 2, Ron Livingstone (1.0 Lotus-Panther 41C); 3, Michael Iliffe (1.0 Lotus Special). **Fastest lap:** Bowskill, 59 s, 75.66 mph.

Lex-Oxfam Multi-Pit stop race for saloons free formula over 1300 cc and Group 1 over 1800 cc, free formula 1001 cc to 1300 cc and G1 1200 cc to 1800 cc, free formula 851 cc to 1000 cc and G1 900 cc to 1200 cc and free formula up to 850 cc and up to 900 cc (75 minutes): 1, Bernard Bird (1.3 Austin Mini), 70.24 mph, 71 laps; 2, Ray Calcutt (1.0 Hillman Imp), 71 laps; 3, Peter Bennett (1.6 Ford Anglia), 68 laps; 4, John Digby (850 Mini), 68 laps.

Free formula over 1300 cc and G1 over 1800 cc class: 1, Bennett, 67.31 mph; 2, Jeremy Trace (3.0 Aston Martin DB2/4); 3, Terry Milner (1.7 Ford Anglia). **Fastest lap:** Bennett, 57.6 s, 77.50 mph.

Free formula 1001 cc to 1300 cc and G1 1200 cc to 1800 cc class: 1, Bird, 70.24 mph; 2, Richard Burton (1.3 BLMC Cooper S); 3, Brian Jones (1.3 Morris Mini). **Fastest lap:** Bird, 56 s, 79.71 mph.

Free formula 851 cc to 1000 cc and G1 900 cc to 1200 cc class: 1, Calcutt, 69.58 mph; 2, Mo Mendham (1.0 Mini); 3, Mike Darriulat (1.0 Talon Mini). **Fastest lap:** Mendham, 57.8 s, 77.23 mph.

Free formula up to 850 cc and G1 up to 900 cc class: 1, Digby, 65.41 mph; 2, Frank Anderson (Morris Mini); 3, Stuart Nicholls (Austin Mini). **Fastest lap:** Digby, 1m 02 s, 72 mph.

Reliant 750 formula championship round (8 laps): 1, Mike Street (DC Plus), 8 m 42 s, 68.41 mph; 2, John Richardson (DNC 3), 8 m 51.8 s; 3, Lyn Evans (Centaur), 8 m 52.8 s; 4, Richard Owen (Arcos 6A), 8 m 56.2 s; 5, Bob Simpson (Reliant Special), 8 m 58.8 s; 6, Geoff Smith (JGS 3), 9 m 12.4 s. **Fastest lap:** Street, 1 m 03.6 s, 70.19 mph.



Graham Wenham leads the first heat of the Mini 7 heat prior to his retirement, followed by Norman Finn, Chris Tyrrell, winner Mick Moss, Danny Crosby, Hugo Hoyle, and the rest.

LYDDEN

Sambell and Spurling take points in Mini Jamboree

There was a total of seven saloon car races in the Thames Estuary AC's nine-race promotion at Lydden last Sunday. The main race was a round of the national Mini Se7en championship and after some close dicing in both the heats and the final, the Reece Fish Trophy went to David Sambell after taking the lead on the third lap of the final. Lydden regulars John Homewood, Nick Whiting, and David Conway all took victories in their races while Richard Groombridge and Peter White took the honours in the Clubman/ModSports and Formula Ford races respectively.

Graham Wenham looked to have the first Mini 7 heat sewn up after pole man Chris Tyrrell dropped his Calbrook Mini to the tail of the field with a first lap spin at Pits. However Wenham's Blydenstein-entered car was pulled up on lap 7 with a complete lack of gears, giving the premier position to Mick Moss' Trident Mini who was harried all the way by Norman Finn's Team Castrol car. Meanwhile Tyrrell set about the task of moving up the field and when the chequered flag came out after ten laps he was sixth. David Sambell's task of winning the second heat was made much easier when Reg Armstrong's Team Castrol Mini wouldn't fire on the button, Armstrong having to cope with a 10 secs penalty as well as a full field of buzzing Sevens. Sambell won as he pleased while a big dispute raged for second place between Tony Westbrook, Graham Woskett and Alan Corbishley. Woskett was eliminated at half distance when he was black flagged for a trailing exhaust. Corbishley led Westbrook for the first nine laps but Westbrook found a way past on the last lap to take second place by a second.

Mick Moss headed the field into Chessons for the final, and he tenuously held this position for the first couple of laps until Sambell hit the front, and it took him just 0.6 s longer to win the final than his heat. Moss pulled up at half distance and so Corbishley inherited second place. Meanwhile Reg Armstrong was charging through the field from the back row disposing of half the field of 14 in the first two laps. By lap 6 he was third and second place was his property on the penultimate lap. Unfortunately at Pits on the last lap the car turned left instead of right and he crashed into the bank, the occupant being extricated from

the folded Mini with little more than a nasty shaking. On the same lap Corbishley had disappeared and so Mick Collard's Mini took second place 0.4 s ahead of fellow dicer Norman Finn.

The Mini Miglia championship contenders were combined with the over 1300cc saloons, the first two places being dominated by an Escort and a Viva from the latter class. Nick Whiting's AllCar Equipe Ford Escort FVA scored a 14.2 s victory over Brian Davison's Drake & Fletcher Viva GT. Top Mini Miglia was the third placed Oselli Mini of Phillip Spurling which also broke the class lap record. Monty Guildford's Climax engined Mini was uncatchable in the 850 saloon race, Ken Welch's Mini having to fend off Keith Padmore's Mitre Mini until the latter lost ground on lap 6 when he fumbled a gear change at the Elbow, thus coming under pressure from David Enderby's Mini, which finished third in the end when the Mitre car ran out of shillings and stopped on the penultimate lap.

The 851cc to 1000cc saloon race had the makings of the best race of the day with a four-cornered fight between John Homewood's Sunbeam Imp, Bill Shepherd's Cossie-engined A40, Alan Rogers' Vickers' Mini and Alex Boyle in the Lassman Cooper S. Unfortunately just as the Imp took the lead from the Vickers car on lap 4, the race was stopped when Roger Swaffer's Anglia rolled at the Elbow after tangling with Alan Tovey's Mini. The driver was okay but the car partially blocked the track and so the remaining six laps were run at the end of the day. On the re-run it was again the same quartet involved, Homewood this time pulling away slightly when the Imp took the lead on lap 3. The A40 sneaked in to second place at the expense of Rogers on the last lap, 0.6 s covering Shepherd, Rogers and Boyle at the finish.

The larger saloon race was a rather tedious affair, the only highlight being Terry Harmer's drive through the field after a disastrous start from pole position in his usual D. J. Bond Cooper S. David Conway's Riley Elf did all the leading, finishing 3.8 s ahead of Harmer, who had little trouble dealing with the rest of the opposition.

Peter White had a brand new Rowland mill installed in his Palliser WDF2 for the

Formula Ford race, but he was another front row occupant who didn't make the best of starts, missing second gear and dropping to fifth place on lap 1 while Will Arif's Starline Merlyn had already pulled out a good lead. It took until lap 5 for White to get on terms with Arif and thereafter there followed a good dice, Arif blocking White's flight-path quite professionally. After BOAC pilot White locked up avoiding a collision at Pits on lap 7, he eventually squeezed by on the dirt at Chessons a lap later. Arif finished a second behind White and over ten seconds ahead of Rich Bacon's Merlyn Mk11A which relegated John Brick's Eilden a place on the last lap.

1972 Shell Clubmans champion Melvyn Coon just hasn't had any luck at all this season. After claiming pole position for the combined clubmans/modsports race, he laid a very nice oil slick from the Paddock to the startline on the warming up lap which delayed the start a few minutes. With Coon out Richard Groombridge's Hustler was all alone on the front row while our dep. ed. Ian Phillips with his Elm Farm Racing Gryphon C72 had a clear run from the inside of the second row. While Groombridge went on to win by 0.8 s from the Gryphon, all eyes were on the progress of Dave Bettinson's Mickey Mouse Special which was slicing through the field from the back row. Bettinson finished fourth after passing the leading modsports dice between Rod Longton's TVR Tuscan and Tony Dunderdale's Turner on lap 8, while the TVR got the better of the Turner by 0.4 s.

PAUL KING

Reece Fish Trophy National Mini Se7en championship (heat 1) (10 laps): 1. Mick Moss (Trident Mini), 9 m 14.0 s, 64.98 mph; 2. Norman Finn (Mini), 9 m 14.2 s; 3. Danny Crosby (Mini), 9 m 24.0 s; 4. Hugo Hoyle (Mini), 9 m 26.4 s; 5. Jim Mancey (Mini), 9 m 26.6 s; 6. Chris Tyrrell (Calbrook Mini), 9 m 27.2 s. Fastest lap: Tyrrell, 53.8 s, 66.91 mph.

Reece Fish Trophy National Mini Se7en championship (heat 2) (10 laps): 1. David Sambell (Mini), 9 m 07.6 s, 65.74 mph; 2. Tony Westbrook (Mini), 9 m 15.8 s; 3. Alan Corbishley (Mini), 9 m 16.8 s; 4. Mick Collard (Mini), 9 m 17.4 s; 5. Danny Boulton (Oselli Mini), 9 m 20.2 s; 6. Andy Devine (Mini), 9 m 24.2 s.

Fastest lap: Reg Armstrong (Mini), 53.6 s, 67.16 mph.

National Mini Miglia championship and saloons over 1300cc (10 laps): 1. Nick Whiting (1.6 Ford Escort FVA), 8 m 02.8 s, 74.57 mph; 2. Brian Davison (2.3 Vauxhall Viva GT), 8 m 17.0 s; 3. Phillip Spurling (1.0 Oselli Mini), 8 m 31.8 s; 4. Dudley Fisher (1.0 Charon Mini), 8 m 42.0 s.

Mini Miglia class: 1. Spurling, 70.34 mph; 2. Fisher; 3. Eric Groves (1.0 Tolgate Mini). Fastest lap: Spurling, 50.2 s, 71.71 mph (record).

Over 1300cc class: 1. Whiting; 2. Davison; 3. Brian Sims (1.6 Ford Escort t/c). Fastest lap: Whiting, 47.6 s, 75.63 mph.

Formula Ford (10 laps): 1. Peter White (Palliser-Roland WDF2), 8 m 02.6 s, 74.60 mph; 2. Will Arif (Merlyn-Scholar Mk17), 8 m 03.6 s; 3. Rich Bacon (Merlyn-Scholar Mk11A), 8 m 14.0 s; 4. John Brick (Elden-Poolland Mk10), 8 m 14.2 s; 5. Don Smith (Merlyn-Roland Mk20A), 8 m 21.0 s; 6. Doug Wood (Adler-Watson), 8 m 23.6 s. Fastest lap: White, 46.8 s, 79.92 mph.

Saloon Cars up to 850cc (10 laps): 1. Monty Guildford (849 Mini-Climax), 8 m 33.0 s, 70.18 mph; 2. Ken Welch (850 Mini), 8 m 53.0 s; 3. David Enderby (850 Mini), 8 m 55.0 s; 4. John Kemp (850 Mini), 9 m 01.8 s; 5. Keith Wilson (850 Mini), 9 m 02.0 s; 6. Joe Lockyer (850 Mini), 9 m 05.6 s. Fastest lap: Guildford, 50.2 s, 71.71 mph.

Clubmans Formula up to 1000cc and 1001cc to 1600cc and Modified Sports Cars up to and over 1300cc (10 laps): 1. Richard Groombridge (1.6 Hustler-Holbay), 7 m 53.0 s, 76.11 mph; 2. Ian Phillips (1.6 Gryphon-Holbay C72); 3. Noel Smith (1.0 Gryphon-Lucas), 8 m 17.6 s; 4. Dave Bettinson (1.0 Mickey Mouse-Holbay Special), 8 m 20.2 s.

Clubmans up to 1000cc: 1. Smith, 72.35 mph, only starter. Fastest lap: Smith, 48.6 s, 74.07 mph.

Clubmans over 1000cc: 1. Groombridge; 2. Phillips; 3. Bettinson. Fastest lap: Groombridge, 45.8 s, 78.60 mph.

Modified Sports Cars up to 1300cc: 1. Graham Llewellyn (1.1 MG Midget), 68.15 mph; 2. Peter Beach (1.1 Midget); 3. Roger Redsell (1.1 A-H Sprite). Fastest lap: David Reynolds (1.0 Clan Crusader-imp), 50.0 s, 72.00 mph.

Modified Sports cars over 1300cc: 1. Rod Longton (3.0 TVR Tuscan), 70.73 mph; 2. Tony Dunderdale (1.6 Turner GT); 3. Paul Howard (1.8 TVR Grantura). Fastest lap: Dunderdale, 49.0 s, 73.47 mph.

Saloon cars 851cc to 1000cc (6 laps): 1. John Homewood (1.0 Sunbeam Imp), 5 m 04.2 s, 71.01 mph; 2. Bill Shepherd (1.0 Austin A40-Cosworth), 5 m 07.0 s; 3. Alan Rogers (1.0 Vickers Mini), 5 m 07.4 s; 4. Alex Boyle (1.0 Lassman Cooper S), 5 m 07.6 s; 5. Norman Head (1.0 Mini), 5 m 18.4 s; 6. Gerry Glass (1.0 Cooper), 5 m 19.8 s. Fastest lap: Homewood, 48.8 s, 73.77 mph.

Saloon cars 1001cc to 1300cc (10 laps): 1. David Conway (1.3 Riley Elf), 8 m 20.2 s, 71.97 mph; 2. Terry Harmer (1.3 Cooper S), 8 m 24.0 s; 3. Jeff Drew (1.3 Cooper S), 8 m 28.2 s; 4. John Riley (1.3 Mini), 8 m 31.0 s; 5. Peter Mitchell (1.3 Cooper), 8 m 38.0 s; 6. Reg Powell (1.3 Cooper). Fastest lap: Harmer, 48.8 s, 73.77 mph.

Reece Fish Trophy National Mini Se7en Trophy (Final) (10 laps): 1. David Sambell (Mini), 9 m 08.2 s, 65.67 mph; 2. Mick Collard (Mini), 9 m 14.4 s; 3. Norman Finn (Mini), 9 m 16.8 s; 4. Danny Crosby (Mini), 9 m 22.0 s; 6. Andy Devine (Mini), 9 m 22.2 s. Fastest lap: Collard 52.8 s, 66.18 mph.

Sports extra

Harrold's second BTD at Castrol/BTRDA Abridge

Peter Harrold stormed to his second successive BTD in this year's Castrol/BT&RDA Autocross Championship series when the seventh round was run by West Essex CC at Howfields Farm, Abridge, last Sunday. This was Harrold's third class win and his nearest contender was Bernard Rodemark (1275 Cooper), who was just half a second in arrears. In the other classes Richard Macdonald notched his third success among the small Minis as did Graham Hathaway (Anglia) and Roger Brunt (999 Mini) and Martin Barnard (Datsun 240Z) scored their fourth wins. Miss Ann Harris produced one of the best results by a lady competitor for a long time by finishing third in the up to 1000 cc Mini class to score her first championship points.

Richard Macdonald made it all look easy when he whipped round in 1 m 56.2 s to take the up to 850 Mini class by close to four secs leaving Martin Barnard (first time out with his rebuilt Mini) and Neil Henderson to scrap for place money, Barnard getting the verdict by 0.4 secs. Undefeated Graham Hathaway took his total in the up to 1300 FERWD class to 27 pts and his 1 m 54 s was third BTD. He defeated Bob Merridale (Escort), by two secs and Tony Merridale was 0.7 s away in third.

The sports car battle, with 10 competitors, was again a benefit for the Triumph GT6 shared by Messrs Dowson and Northall. However Ron Easton is now beginning to emerge a real threat with the TVR Vixen and although he had to settle for third he was only 0.3 s behind Northall, Dowson gaining his second win in 1 m 56.9 s.

Behind Harrold in the rear-engined class John Button again took second place, three secs away with his larger-engined VW, but

he had some consolation later in the day when he got to within half a second of Harrold's time when he won the RAC run-off. Third in class was Brian Prior, also VW mounted. Harrold and Button now have three wins apiece and their nearest challenger is still Roger Burn (Imp).

An emphatic win, with a time of 1 m 54.1 s, gave Roger Brunt (999 Mini), more than three secs over David McDine in a similar car but Ann Harris nearly toppled McDine as she took third to the embarrassment of 15 others in the up to 1000 cc class. The over 1300 FERWD class was won easily by Dave O'Brien in his 1700 Anglia, again being nearly three secs quicker than a brace of Escorts driven by Tony Ford and George Warren, the latter being beaten by one tenth to drop to third place for the first time this season.

Second BTD in the class runs was the rapid 1275 Cooper S of Bernard Rodemark who followed the trend of several other class winners by having a three seconds plus advantage. Runner-up was Mick Bird who brought his points total to 24, one behind class leader Peter Withers who missed the event. With many of the regular special contestants taking a day off Arnold Butcher nipped down the road from Cambridgeshire with his Lotus 7 to notch his first win in a steady drive in exactly 2 m. Second was Barry Walter (Dino-Ford) while Chris Helmes (Maggott) would have been second but for a penalty on his last run.

BTD: P. Harrold (VW), 1 m 50.7 s. **Class winners:** R. Macdonald (Mini), 1 m 56.2 s; G. Hathaway (Anglia), 1 m 54 s; R. Dowson (Triumph GT6), 1 m 56.9 s; J. Button (VW), 1 m 53.7 s; R. Brunt (Mini), 1 m 54.1 s; D. O'Brien (Anglia), 1 m 54.9 s; B. Rodemark (Cooper), 1 m 51.2 s; A. Butcher (Lotus 7), 2 m 0 s; M. Barnard (Datsun 240Z), 2 m 1.4 s. **Ladies:** Miss A. Harris (Mini), 1 m 57.8 s.

New competitions secretary at Aintree CC

The new competition secretary for the Aintree Circuit Club is Ian A. Smith of 13 The Clough, Halton Brow, Runcorn, WA7 2HB, and he should be contacted for entries for their races in July and September. Classes to be catered for at both meetings include Clubmans, Special GT, Special saloons, Mod-sports, Formula Ford and Formula Libre, while an extra race for Special saloons and Mod-sports over 1150 cc will feature in the July meeting along with a Formula 750 race.

Drag to LA?

Queensway Travel Ltd, of Purley, Surrey, are again organising a trip to Los Angeles, USA, in co-operation with the National Drag Racing Club on November 2. The 19-day trip takes in the Funny Car Championship meeting at Orange County, and the NHRA Super-nationals. Flight is by scheduled airline, accommodation is either in motel or luxury class hotel, and cars may be hired at reasonable cost in conjunction with the trip. Cost per person for the round trip and motel accommodation is £185 per person, and for the luxury class hotel, is £255.

● Next weekend sees the Esso Uniflo National sprint take place as usual on 1,200 yards of promenade at Blackpool. Twenty-five thousand people saw the event last year, and you can see the whole event from the tops of the 10 ft sea walls on either side of the promenade.

Street's smooth win

Keylands Farm, Paddock Wood, near Tonbridge, Kent, must surely be one of the smoothest autocross venues in the country and last weekend for their Mazda Rotary restricted autocross Kentish Border CC used a motor mower to make sure!

A large crowd and an entry of 72 combined with fine weather produced a good event with the major honours going to Brian Street in his 1275 Cooper who set BTD in 3 m 30.4 s.

Tony Marsh (Mini) was the first class winner of the day taking the up to 850 cc class in 3 m 36 s, slightly more than two and a half secs better than Mike Anderson while Terry Field was a further three secs away in third. The Escort of Keith Montano proved far and away the best of the up to 1300 cc conventional saloons, his 3 m 38.6 s being almost five secs quicker than Roger Dowden (Anglia), who only just pipped Graham Smith in a similar car. With a time of 3 m 45 s Mike Howe (Sprite) romped home ahead in the small class of sports cars and Geoff Crabtree (VW-Ford) had a comfortable win in the rear-engined class in 3 m 38 s.

The performance of Will Gollop in the Mini in the up to 1000 cc Mini class was somewhat of an embarrassment to the more powerful over 1000 cars for Gollop's class-winning time of 3 m 31.8 s was second BTD and also beat Bill Bowden (1275 Cooper). Gollop won his class by almost five secs from Deryk Satterly and George Hurdle.

Before the big Minis John Smith took his 1800 Escort round in 3 m 39.4 s to take the big saloon class from Lawrence Parsons in his 1559 Escort and behind Bowden, Alex Donald tried desperately to wrest the class in his 1275 Cooper, failing by 0.8 s. Peter Cook's Half-a-Mo Special had a runaway win among the specials where he got down to 3 m 35.6 s with Colin Ling's Thunderbug Mk 1 a long way behind.

BTD: B. Street (Mini), 3 m 30.4 s.

Class winners: T. Marsh (Mini), 3 m 36 s; K. Montano (Escort), 3 m 38.6 s; M. Howe (Sprite), 3 m 45 s; G. Crabtree (VW-Ford), 3 m 38.6 s; W. Gollop (Mini), 3 m 31.8 s; J. Smith (Escort), 3 m 39.4 s; W. Bowden (Mini), 3 m 32 s; P. Cook (Half-a-Mo), 3 m 35.6 s.

● This weekend at Curborough sees the fourth round in the RAC BP national sprint championship run by the Shenstone and District Car Club. Main entries will be John Ravenscroft (Lola), and Jonty Williamson, Bob Rose (McLarens) for this Sunday event.

● The first of five rounds of the Fordsport Club Challenge at the Brands Hatch Fordsport day was won by the Roding Car Club with 69 points, to the second-placed club, Sutton and Cheam, with 60 points. Forty clubs were entered from the South East, and the West Country Clubs will have their chance at Fordsport day on June 16 at Castle Combe.

● Brian Muir in the 3.3 Alpina BMW, Mick Hill in his Capri, Laurie Hickman's brand new Escort and nearly every competitive Vauxhall in the British Isles should provide spectacular racing at the MG Golden 1000 saloon car meeting at Mondello Park on June 17. These are just some of the confirmed entries, while other top saloon names have shown interest, and may be added to the list next week.

● Mike Flather currently has a 13½ point lead in the Castrol/BARC Hillclimb championship over John Meredith who has a further two over third place man Robert Speak, who drives a Lotus Elan, the former two driving Minis in the same class. Jim Thompson, the Firenza man is next up, while first of the big class men is Richard Thwaites in ninth position. Next round in the championship is Pontypool on June 17, followed by Harewood on the 24th.

BTD: J. Ravenscroft (Lola T142), 32.6 s. **Class winners:** D. Woodward (Imp), 42.7 s; N. Johnstone (Cooper), 38.9 s; R. Hand (Anglia), 37.2 s; H. Shepherd (E Type), 38.8 s; D. Richardson (Sprite), 39.8 s; M. Overton (Marcos), 37.2 s; J. Hinley (Landau), 37.2 s; A. Wood (Ginetta G 12), 35.8 s; G. Cooper (Brabham BT 23C), 33.7 s.

Sports extra

CASTLE COMBE

Supercharged Smythe's 750 round

Jim Moore's return to the circuit with the ex-Prophet McLaren M10B and his attempt to lap the whole field in the Formule Libre race were the bright spots of a traditional meeting on Bank Holiday Monday organised by the Hagley and District Light Car Club who were ably supported by Duckham's oils.

The organising club had attracted a varied entry for a 20 minute High Speed Trial run in three separate class divisions. Owing to the condition of the circuit—it had been raining since mid-morning—only one car managed to complete the qualifying distance, this being Reg Ward's 850 Mini.

To commence the racing proper, 13 cars took the grid for an MGs only thrash over 10 laps in three classes. However this race was soon to become a single class affair after the only starter in the post 1955 class, Mike Crossfield (MG Midget) pulled off the damp circuit at Quarry while holding third position, and with no starters in the Triple "M" class this left the "T" types to do battle. Dave Clewley had rocketed his Saturday Silverstone winning TC off the line to lead at the completion of lap one from Gerry Brown's similar car, followed by the ill-fated Midget. After its retirement the two leaders pulled out a lead which was furiously fought until lap seven when Brown had an enormous moment crossing the start/finish line, both Clewley and Nicholas Taylor (TB) taking advantage of this mistake to cross the line ahead of the unfortunate Brown.

A full grid of Formula 750 cars took the line for the Neal Trophy Race, this also being a round of the Reliant 750 Formula Championship. At flag fall, championship leader Mike Street rushed the DC Plus into the lead hotly pursued by Ray Lewington's Centaur, but all was not safe up front for the supercharged Warren of Robin Smythe was shooting through the field from the sixth row of the grid, to hold second at the completion of lap two and force its way into the lead on lap three, from Geoff Smith's JGS Mk3 and John Richardson (DNC Mk3). Street lost six places on lap three after a moment on the extremely slippery track, so the only interest remaining in this rather processional race being Street's climb back up through the field to take third place on the last lap, demoting Richardson to fourth.

With the sun trying to creep through the murky sky a full grid of saloons faced the starter. Phil Winter used all the power of his fuel-injected Cooper S to appear with a marginal lead on David Boon (Cooper S) and

up to 1 litre class leader John Routley also Cooper mounted. Routley managed to snatch second spot on lap three only to be retaken on the next lap. Further down the field a furious dice developed between Alex Boyle's Lassman Cooper S and the Middleton Motors S of Len Crook. On the penultimate lap Boon managed to snatch the lead at Camp and it appeared that he would take this well-known car to yet another well deserved victory, but Winter had other ideas, entering Camp on the final lap the Jack Winter entry drove around the outside of the surprised Boon to cross the line a bonnet length in front. To continue his successful day Reg Ward took the up to 850 cc class by one second from Graham Sayer's Donington Castle Caravans Sigma Mini.

The large saloon class had but one finisher, this being late entry Guy Raynes' spluttery Escort T/C which completed only eight laps of the ten lap race, the only other runner in this class being Geraldo Lisi's brutish Escort V6 which went out on the second lap at Quarry while up with the leaders.

The Eric D. Jones/Sta-Power Trophy race saw yet another large grid for a ten lap race for Monoposto Formula Cars with championship points at stake. Front row occupier Alan Baillie (Viking 1A) made no mistake to lead throughout and pull away to a convincing win from first Brian Toft's Anco and then, following a spin at the exit from Camp which sent the Anco driver well into the infield, by Brian Colvin (Mervyn Mk9M). Toft continued in third position until lap seven when he was further demoted first by Heaton-Rudd's Monoposto special and then by Brian Jordan's Nike.

Providing interest once more was David Coombs' Manta 71/C this car having a Tyrrell inspired nose section mated to a March-like back end. Coombs pulled up well from the eighth row of the grid to fifth at the completion of lap one, only to lose time at Quarry through gear selection problems, but all was not lost for he climbed right back through the field to finish sixth overall. One class leader Ken Crook (Lotus 41) pulled off on lap seven when lying eighth overall leaving the class to Graham Bowskill's Brabham BT15, the only one-litre car left unlap by the flying Baillie.

On a completely dry track, John Burbidge (Jaguar E) took pole position for the Aldon Automotive Modified Sports Car race, but by the end of lap one he had not recovered from a very leisurely start and was being

led by the Windmill Plastics entered Triumph GT6 of John Harris with Bob Dickens Lotus Elan in third place. Burbidge took the lead on lap three and proceeded to put on a great show of fast driving with the 290 bhp 1 ton E type and pulled out a considerable lead on the GT6 with Dickens dropping back in third place.

On lap nine Burbidge slowed dramatically on the straight approaching Camp, the car having lost all its oil pressure. With this retirement Simon Packford (Ginetta G4) took over third place with John Davies (Jaguar E) in close attendance, this battle for third brightening up a rather drawn out 15-lap race with Davies taking third on lap 13. The organisers had generously decided to give the 750 Formula reserves a run from the back of the grid with the mod sports cars, the only classified finisher being Robert Warren (Jeffrey Mk 3B).

Then Kenrick Trophy/Duckham's Trophy Race for Formule Libre cars saw Jim Moore bring out the Silverstone Club Circuit lap record holding McLaren M10B-Morand. Having obtained sponsorship from Fads Homecare Centres, he hopes to do some Formula 5000 meeting with this now rebuilt car. After misfire problems in practice "the car doesn't seem to have any—you know—whoosh about it" the cold air box was removed and this seemed to cure the problem somewhat. From pole position, Moore blasted the McLaren off into the distance, throwing the car through the fast curves down towards Quarry corner with great verve, second being Richard Leach (Chevrolet B17C) the only car left unlap by the flying garage owner. While third at the end was Lorina Boughton in Jeremy Gambs' F3 GRD, just holding off John Moulds' Merlyn Mk 11/17.

An interesting entry in this race, although only completing three slow laps after a late start, was Jim Yardley's beam axle, front/mid engined Beagle F3 fitted with a "bitza" engine on its side by the driver.

ANDREW KNIBBS

Geoff Till twenty minute All Electric high speed trial: over 1300 cc: no qualifiers; 850 cc to 1300 cc: no qualifiers. Up to 850 cc: Reg Ward (Austin Mini), 13 laps.

MG Cars post 1955, and T types (10 laps): overall and T types: 1, Dave Clewley (MG TC) 14 m 56.6 s; 73.88 mph; 2, Nicholas Taylor (MG TB) 15 m 06.8s; 3, Gerry Brown (MG TC), 15 m 07 s; 4, Chris Jones (MG TC) 15 m 26.4s. Fastest lap: Not given.

Post 1955 class: No finishers.

Neal Trophy race and round in the 750 MC 750 championship (10 laps): 1, Robin Smythe (s/c Warren), 14 m 46.6s, 74.71 mph; 2 Geoff Smith (JGS Mk 3), 14 m 59s; 3 Mike Street (DNC Plus), 15 m 17.2s; 4, John Richardson (DNC Mk 3), 15 m 18.2s; 5, John Giles (JGS Mk 2) 15 m 32s; 6, Lyn Evans (Centaur), 15 m 37.6s. Fastest lap: Not given.

Special saloons over 1300 cc, 1000 cc to 1300 cc, 850 cc to 1000 cc up to 850 cc (10 laps): 1, Phil Winter (1.3 BLMC Cooper S), 12 m 50 s, 86.03 mph; 2, David Boon (1.3 Austin Cooper S), 12 m 50.2 s; 3 John Routley (1.0 Austin Cooper), 12 m 56 s; 4, Nigel Clarke (1.3 Morris Cooper S), 12 m 59.8s.

Over 1300 cc class: 1, Guy Raynes (1.6 Lotus Cortina T/C), 8 laps; no other finishers. Fastest lap: Not given.

1000 cc to 1300 cc class: 1, Winter, 86.03 mph; 2, Boon; 3, Clarke. Fastest lap: Not given.

850 cc to 1000 cc class: 1, Routley, no speed given; 2, Alex Boyle (1.0 Lassman Cooper S); 3, Leonard Crook (1.0 Austin Mini Cooper S). Faster lap: not given.

Up to 850 cc class: 1, Reg Ward (850 Morris Mini), no speed given; 2, Graham Sayer (850 Sigma Mini Cooper); no other finishers. Fastest lap: not given.

Eric D. Jones Trophy race for Monoposto cars up to 1000 cc and up to 1600 cc, a round in the Sta-Power championship, (10 laps); overall and up to 1600 cc 1. Alan Baillie (Viking 1A), 11 m 40.6s, 94.55 mph; 2, Brian Colvin (Mervyn Mk 9M), 11 m 49.6s; 3, Bill Heaton-Rudd (Monoposto Special), 12 m 03.6s; 4, Brian Jordan (Nike HC), 12 m 04.2s. Fastest lap: Not given.

Up to 1000 cc class: 1, Graham Bowskill (Brabham BT15), no speed given; 2, Robert Laughton (Brabham BT18); 3, Ron Livingstone (Lotus-Panther 41C). Fastest lap: Not given.

Aldon Automotive race for modified sports cars over 2000 cc, 1300 cc to 2000 cc, and up to 1300 cc and 750 reserves (15 laps): 1, John Harris (2.0 Triumph GT 6), 18 m 52.2 s; 87.76 mph; 2, Bob Dickens (1.6 Lotus Elan Coupe), 1 m 30.4 s; 3, Mike Davies (3.8 Jaguar E), 20 m 01.8s; 4, Simon Packford (1.1 Ginetta G4) 20 m 02.4 s.

Over 2000 cc class: 1, Davies, 82.68 mph; no other finishers. Fastest lap: not given.

1300 cc to 2000 cc class: 1, Harris, 87.76 mph; 2, Dickens; 3, Alan Winter (1.6 Elva Courier MGA). Fastest lap: not given.

Up to 1300 cc class: 1, Packford, 82.63 mph; 2, Steven Roberts (1.3 Marcos Mini); 3, Philip Whitehead (0.3 MG Midget). Fastest lap: Not given.

750 cc class: 1, Robert Warren (Jeffrey Mk 3B), no speed given; no other finishers. Fastest lap: not given.

Formule Libre (15 laps): 1, Jim Moore (5.0 McLaren-Chevrolet/Morand M10B), 15 m 52.2 s, 104.35 mph; 2, Richard Leach (Chevrolet B17C), 16 m 56.2s; 3, Lorina Boughton (GRD-Vegantune 373), 16 m 23.2s; 4, J. M. Moulds (Mervyn Mk 11/17), 16 m 28.2 s; 5, Derek Colvin (Mervyn Mk 9), 16 m 07.8s; 6, Dave Steedman (Hawke DL9), 16 m 24.4s. Fastest lap: not given.

Ian Smith (just) at Brickhouse Farm

With 59 competitors, out of an entry of 64, English Electric (Stafford) MC & CC were able to give everyone three runs at their co-promoted autocross at Brickhouse Farm, near Stafford, last Sunday and after a morning drenching, the course dried out to such an extent that speeds rocketed and times fell dramatically in the later stages.

Fastest time of the day went to Ian Smith, one of the 38 competitors entered under the Potteries and Newcastle club's banner. In his 1860 Escort he motored exceptionally well to return 1 m 12.2 s to pip John Clarkson's 1600 Escort by just over half a second while Malcolm Cope (999 Mini), took third overall only one tenth of a second down on Clarkson.

There was a healthy entry of 15 in the standard saloon class where Ron Aiken brought along his Pinto engined Escort to win in 1 m 17.4 s, nearly a second quicker than Muriel Banks in her Cooper S, with the Mazda RX3 driven by Dave Corbett a whispering third. There were a similar

number of cars in the small Minis class and the winner Rob Davies gained a clear win in 1 m 15.9 s, almost a second quicker than Graham Archer who had Clive Holland breathing down his neck for third. Although he had only one run—the car died on the second and he had had problems during practice—Tony Unwin's 1 m 18.6 s was almost 2 s better than the rest in the up to 1300 saloon class, his lone Anglia beating off John Davies' Escort.

With Malcolm Cope easily sewing up the middle of the three Mini classes in an impressive 1 m 12.9 s, his time was no less than 3.5 s quicker than Ken Lush who took the large Mini class with his 1275 GT while Graham Harper, in his blown Mini Special which he had picked up three days before the event took the specials class in 1 m 16.7 s.

STD: 1, Smith (Escort), 1 m 12.2 s.
Class winners: R. Aiken (Escort), 1 m 17.4 s; R. Davies (Mini), 1 m 15.9 s; A. Unwin (Anglia), 1 m 18.6 s; M. Cope (Mini), 1 m 12.9 s; J. Clarkson (Escort), 1 m 12.8 s; K. Lush (Mini), 1 m 16.5 s; G. Harper (Mini Special), 1 m 16.7 s.
Ladies: Mrs. D. Clarkson (Escort), 1 m 17.7 s.

Sports extra

Thwaites' Penrice record

The Swansea Motor Club, for the second ever event at Penrice Castle on the Gower Peninsula, attracted both excellent sponsorship and a large entry for their Whit Sunday meeting. With £100 for FTD, both Roy Lane and Richard Thwaites made the trip to Wales to do battle for the major award but they had not reckoned on the local maestro David Morris who was in absolutely incredible form with his FVA-powered U2 and actually managed to split the two McLarens, for although unable to stay with Thwaites' he managed by a whisker on the top ten runs to overwhelm Lane and take the £60 for second FTD.

With £15 for a class win also the minor divisions were also very well subscribed with the small touring car class being taken by the Cooper S of local man Alun Morgan while the larger class fell to the only really genuine hill climb car in the class, the Escort of Phil Hase who with a climb of 35.69 s easily headed the forcefully driven Mexico of Terry Thomas. The small special saloon car class ran true to form with the Lorrie Lassman Cooper of Alex Boyle screaming its way to the top in a new record time of 34.93 s to head Phil Rees and Alan Cox. The larger of the special touring divisions surprisingly saw slower times with Des Wayman coming out on top while in the first of the marque sports classes, Stuart Watts really wound up his Elan to take the class from the sideways Europa of Tim Williams. Bill Holt again showed his form with the Morgan +8 to take the big class while in the prodsports class Nigel Pow, having been led by the Sprite of Russ Ward on the first runs, quickly whisked the Jaguar E to the top in 34.61 s, the second time to claim the class. The Clubmans class was dominated by the ex-Richard Jones U2 of Stephen Madge who climbed in 33.66 s, while in the sports racing division the usually so competitive Alister Douglas

Osborn found his new tyres not to his liking and could not stay with the tremendously on-form David Morris who made the top in a scintillating 30.86 s. The single seater classes proved really close with Colin Myles taking the 500 class by just 0.13 s from Barry Brant and David Franklin and the Huntsman Vixen just disposing of Roger Willoughby's blown Brabham in the next division by 0.07 s with a climb of 32.25 s. The up to 1600cc class saw the best battle of the day with the Lotus 31 of Geoff Hunt getting to the top in 33.70 s to defeat the Nitus Bedford of David Phillips by just 0.02s. The large racing car class was dominated by Richard Thwaites and the Eastern Carpet Stores McLaren which once on its slicks showed a clean pair of heels to the opposition with a BTD run of 29.13 s. Despite a slight mistake at the hairpin, Lane still remained in the hunt for FTD as he took second in class at 30.23 s.

Of the top ten runners the real surprise was again David Morris who with a demon run slipped past Lane's class time by just 0.02 s and this was to prove good enough for second BTD and £60 as Lane again made a mistake at the hairpin and was forced to settle for third BTD and £35. Thwaites really had a go to better his previous time but it was not to be as a battery lead broke and he coasted to a halt at the hairpin to receive the appreciation of the crowd for his earlier BTD run and new hill record.

ROBIN BOUCHER

BTD: R. Thwaites (5.8 McLaren M10B Chevrolet), 29.13s. **New Hill Record.**
Class winners: A. Morgan (1.3 Mini Cooper S), 40.23 s; P. Hase (1.6 Ford Escort), 35.69 s; A. Boyle (1.3 Mini Cooper S), 34.93 s; D. Wayman (1.3 Mini Cooper S), 36.30 s; W. Holt (3.5 Morgan +8), 36.12 s; N. Pow (4.2 Jaguar E), 34.61 s; S. Madge (1.6 Mallock U2 Mk8B), 33.66 s; D. Morris (1.6 Mallock Mk11X FVA), 30.86 s; C. Myles (500 Cooper Norton), 36.17 s; D. Franklin (1.0 Huntsman Vixen Imp), 32.25 s; G. Hunt (1.6 Lotus 31), 33.70 s; R. Thwaites (5.8 McLaren M10B Chevrolet), 29.13 s.

Bill Morris takes his 1.5 ERA around a picturesque Penrice bend on bank holiday Sunday.



Hazells at Fareham

With two class wins and the ladies' award, the Hazell family of Brian and Lesley were well pleased with their day's autocrossing down at Fareham last Sunday when Portsmouth MC ran their Victory Autocross at Cams Hall Farm. The event attracted an entry of 60 and before a good crowd, Tom Airey gave another fine display with his 997 Mini to take FTD in 1 m 20.8 s.

Nearest challenger to Airey was Nick Brice with his similar sized Mini who took the class in 1 m 22.2 s, more than 1.5 s quicker than Michael Williams. The large-engined class for Minis was a benefit for Tony Jeffs in 1 m 26.2 s who was a long way ahead of Lyndsay Ross. In the up to 1300cc FERWD class Dennis Towle's Anglia had a clear win in 1 m 29.4 s, almost 2 s up on Dave Evans in a similar car. The first of the Hazell family wins came in the rear-engined class where Brian whipped round in the Imp in 1 m 34.8 s to leave Barry Grant (Imp) gasping over 4 s behind. Brian also took the over 1300cc FERWD saloons class with the Avenger Tiger in 1 m 31.8 s but this was a hard-fought win for he was a mere 0.2 s quicker than Graham Allen in his Anglia. The final class, for sports cars, produced a win for Gerry Thompson in his Sprite-Ford in 1 m 30.8 s while Barry Maplethorpe in his MGC with 2.6 Vauxhall engine was 4 s in arrears.

BTD: T. Airey (Mini), 1 m 20.8 s.
Class winners: N. Brice (Mini), 1 m 22.2 s; T. Jeffs (Mini), 1 m 26.2 s; D. Towle (Anglia), 1 m 29.4 s; B. Hazell (Tiger), 1 m 31.8 s; B. Hazell (Imp), 1 m 34.8 s; G. Thompson (Sprite-Ford), 1 m 30.8 s.
Ladies: Mrs L. Hazell (Imp), 1 m 44.4 s.

Newcomer takes Scarborough

For their 25th post war Scarborough Week End closed co-promoted autotest event last weekend, BARC (Yorkshire Centre), attracted a healthy 81 competitors for their 20 tests and social which started in York and finished in Scarborough.

Winner of the Wilson Trophy was a newcomer to the event, Paul Swift from Darlington who took the overall award with a merit figure of 99.39%, this figure being arrived at on aggregate over the tests and each competitor's percentage being arrived at based on his time in comparison with the fastest driver on each test within the six classes. Swift led the event almost throughout having achieved a figure of 99.91% at the end of the Saturday performances but he dropped slightly during the following day.

From the start near York, the route took competitors to a couple of disused airfields at Full Sutton and Cottan, on to a caravan park at Staxton and finally to the last two at Scarborough where the very co-operative local council closed a road and a car park. On Sunday, Oliver's Mount was used for five of the 10 tests, three more were on a car park and the other two on the old Whitby road.

In second place after the Saturday tests was Gordon Chippendale (1275 GT), who had a 99.55% figure, Bob Moorhouse's Lotus 7 was third on 99.4% and last year's winner Pip Dale (850 Mini), was fourth on 97.9%. Of the leaders Dale had the best of things on Sunday and improved to finish second overall with a figure of 98.95% while Chippendale dropped to third on 98.45%.

All three, together with Moorhouse, won their respective classes and the other two went to Phil Cooper, giving an Allegro its first outing, and Patrick Walker (VW). Seven drivers gained Scarborough Cups for attaining a percentage in excess of 95% and the team award went to Dale, Cooper and Mike Dale (3.0 Capri). Mrs Sandra Leeper (Mini), took the ladies' award on 79.8%.

AUTOSPORT

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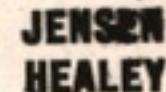
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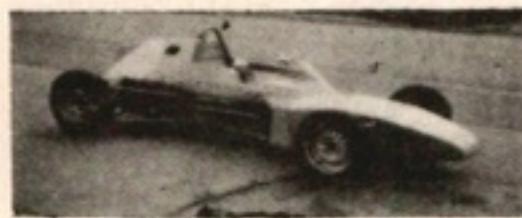
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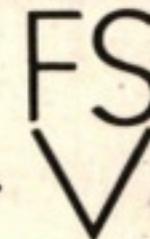
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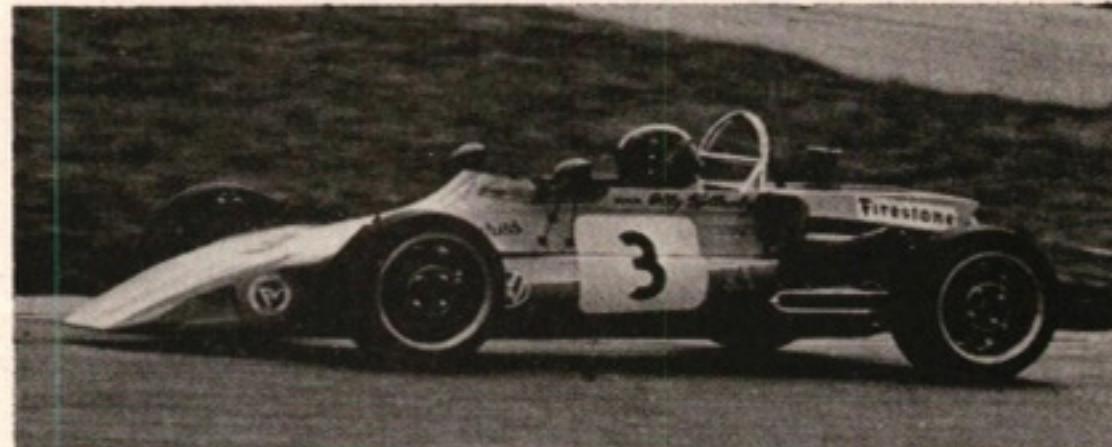
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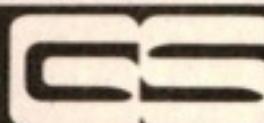
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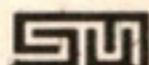
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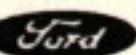
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